Appendix D

Safety Integration Plan

Attachment D1

Revised Safety Integration Plan as filed on 6/27/08

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June 27, 2008

BY HAND

Ms. Victoria J. Rutson, Chief
Section of Environmental Analysis
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423

Re: ***Canadian National Railway and Grand Trunk Corporation – Control – EJ&E West Company*** **(STB Finance Docket No. 35087)**

Dear Ms. Rutson:

Enclosed is a revised version of the Safety Integration Plan ("SIP") prepared by Canadian National Railway and Grand Trunk Corporation (together, "CN") regarding CN's proposed acquisition of EJ&E West Company. This revision, which is being submitted simultaneously to FRA, addresses certain points raised by the Federal Railroad Administration regarding the SIP that was submitted to FRA on December 28, 2007.

Very truly yours,

Paul A. Cunningham /jmg

Paul A. Cunningham

Enclosures

cc: Edward W. Pritchard (FRA)

APPLICANTS' SAFETY INTEGRATION PLAN
SUBMITTED TO FEDERAL RAILROAD ADMINISTRATION

STB Finance Docket No. 35087

CANADIAN NATIONAL RAILWAY COMPANY
AND GRAND TRUNK CORPORATION
– CONTROL –
ELGIN, JOLIET & EASTERN WEST COMPANY

December 28, 2007
(As revised June 27, 2008)

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Section 1

Executive Summary

On October 30, 2007, Applicants Canadian National Railway Company (CNR) and Grand Trunk Company (GTC) (collectively CN or Applicants) filed an Application with the Surface Transportation Board (STB) for approval of a proposed transaction (the Transaction) by which CNR would acquire from United States Steel Corporation (USS) an indirect wholly-owned subsidiary named Elgin, Joliet & Eastern West Company (EJ&EW), which would own most of the present Elgin, Joliet & Eastern Railway (EJ&E), *i.e.*, essentially all lines west of the USS plant in Gary, IN.[1] The eastern end of EJ&E would be retained by USS through its subsidiary, Transtar, Inc. (Transtar) and operated as Gary Railway, servicing USS. The lines acquired by CN would be owned by EJ&EW and operated as part of the CN system.

This Safety Integration Plan (SIP), developed in accordance with the regulations of the Federal Railroad Administration (FRA) and the STB, describes how CN intends to ensure that the Transaction is implemented safely and in full compliance with applicable safety laws and regulations. The SIP will address corporate safety culture, employee training, operating practices, motive power and equipment, signal and train control, track and bridge safety standards, hazardous materials, dispatching operations, highway-rail grade crossing systems, personnel staffing, capital investment, and information systems at CN and EJ&E, and will explain why the CN/EJ&EW Transaction is expected to have no adverse effects on safety related to any of those subjects.

[1] The Application provides further background concerning the Transaction and contains CN's proposed Operating Plan and other relevant information. It also includes at pp. 8-11 a list of acronyms sometimes also used in this Safety Integration Plan. In view of the length of this SIP, in certain instances where it seemed helpful a portion of a discussion of a matter in a different context has intentionally been essentially repeated rather than rely on a cross-reference.

The SIP is modeled on CN's SIPs for the successful Illinois Central (IC), Wisconsin Central (WC), and Great Lakes Transportation (GLT) acquisitions. As with those, in developing this SIP CN has applied lessons learned from other recent railroad transactions.[2]

Under the proposed Transaction EJ&EW, which would have operations in Illinois and Indiana, would become a part of CN's Chicago Division, which is part of CN's Southern Region. Senior management of this division and region are located in Homewood, Illinois, a relatively short drive from EJ&E's key facilities in Joliet, IL, and Gary, IN.

The Transaction would provide CN a continuous route around Chicago to permit CN traffic originating and destined elsewhere to bypass the crowded Chicago terminal area or to permit other traffic to be more efficiently interchanged between CN and other railroads in the Chicago area.

Integration would not result in major changes in operating responsibilities. Neither CN nor EJ&E would lose critical local operating expertise. Supervisory and management responsibilities are not expected to change significantly. Any changes in labor agreements should not be disruptive. Job changes that do take place would be handled carefully to ensure that knowledgeable personnel are retained. While CN would work towards consolidation of a number of safety programs and practices, it would do so carefully. In such instances, retention of existing programs and practices while working towards greater integration should not create problems.

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[2] Although EJ&E is a Class II railroad, making CN's acquisition of control of most of it subject to the requirement of a SIP, CN notes that in adopting its SIP rules FRA stated that the parties to a transaction involving a Class I railroad and a small Class II railroad can ask FRA to waive the SIP requirement. FRA stated that a waiver where "a Class I railroad seeks to consummate a transaction with a small Class II railroad with which it proposes to amalgamate operations may be received more favorably than a waiver request in a transaction involving two Class I railroads." 67 FR 11592 (March 15, 2002). FRA added that "not every merger, consolidation, or acquisition covered in this rule should face a comprehensive SIP review. Rather, FRA invites applicants seeking to execute less complex transactions to petition for a waiver of this rule's requirements." *Id.* In considering this option, CN has decided to prepare a SIP for the EJ&EW Transaction as it will assist in ensuring that safety related issues are systematically identified and addressed.

Section 2

Introduction

This Transaction would bring together two railroads with long and successful histories. CN was incorporated in 1919 as one of Canada's two transcontinental railroads, extending from Halifax on the Atlantic to Vancouver and Prince Rupert on the Pacific. Duluth, Winnipeg and Pacific Railway (DWP), which has been a CN subsidiary since creation of the CN system in 1919, extended that system from the international border at Duluth Junction/Ranier over DWP's own lines to Nopeming Junction, MN, and by trackage rights over the Duluth, Missabe and Iron Range Railway (DMIR) to South Itasca, WI (near Superior). Since 1923, the CN system has also included Grand Trunk Western Railroad (GTW), which extends the system in the U.S. to Chicago from the international border at Port Huron/Sarnia and Detroit/Windsor.

In 1999, recognizing the growing importance of north-south traffic to the North American economy, CN acquired IC to position itself to better serve this growing market by extending its system from Chicago to the Gulf Coast. As a result of that transaction and of CN's 1998 marketing alliance with Kansas City Southern Railway (KCS), CN has become part of a NAFTA rail network offering shippers access to Mexico's largest rail system (Kansas City Southern de México, S.A. de C.V.). In 2001, CN acquired WC and its affiliates, thus providing CN with direct ownership of its lines between Duluth/Superior (the southern terminus of DWP) and Chicago. In 2004, CN further improved its network and service by acquiring the railroad and water carrier subsidiaries of Great Lakes Transportation LLC (GLT), including DMIR and Bessemer and Lake Erie Railroad (B&LE).

The combined CN system now includes approximately 20,300 route miles (6,300 in the U.S.) and 21,700 employees (6,600 in the U.S.). Its equipment inventory includes approximately 2,000 locomotives and 92,000 freight cars.

EJ&E is a Class II railroad.[3] EJ&E currently operates in northeastern Illinois and northwestern Indiana over 198 track miles consisting primarily of an arc around Chicago extending from Waukegan, IL, southward to Joliet, IL, then east to Gary, IN, and then northwest to South Chicago along Lake Michigan. EJ&E provides rail service to approximately 100 customers, including steel mills, coal utilities, plastics and chemical producers, steel processors, distribution centers, and scrap processors.

Before Applicants acquire control of EJ&EW, EJ&E would have transferred all of its land, rail, and related assets located west of the centerline of Buchanan Street in Gary, IN (together with the real property and related fixtures associated with the hump and Dixie leads located east of Buchanan Street) to EJ&EW, which at that time would become a rail common carrier. EJ&E would retain its land, rail, and related assets east of the centerline (other than the real property and related fixtures associated with the hump and Dixie leads). It is expected that, upon Applicants' acquisition of control of EJ&EW, EJ&E would change its name to Gary Railway Company, and EJ&EW would assume the Elgin, Joliet & Eastern Railway Company name.

In order to permit trains of its operating subsidiaries GTW, IC, CCP, and WC to operate over EJ&EW's line and provide for maximum operational flexibility, CN intends to cause EJ&EW to grant trackage rights to those subsidiaries over the entire length of EJ&EW from

[3] EJ&E was owned and operated by USS from 1901 until 1988, when, as part of a financial restructuring, it became, along with a number of other transportation companies owned by USS, a subsidiary of a new holding company, Transtar, Inc., which was in turn a direct subsidiary of USS. USS sold a 51% interest in Transtar to the Blackstone Group. In 2001 Transtar spun off its interest in two railroads (B&LE and DMIR), a dock company (P&C Dock), and a water carrier (Great Lakes Fleet) to GLT, which became a holding company controlled by Blackstone. Transtar became a wholly owned subsidiary of USS and retained 100% ownership of its other transportation subsidiaries, including EJ&E. In 2004, in a transaction unrelated to USS, CN acquired the GLT subsidiaries.

Waukegan to Gary. CN also intends to grant EJ&EW trackage rights over selected portions of its CCP and IC subsidiaries. These proposed trackage rights are the subjects of notices of exemption in sub-dockets to this proceeding (STB Finance Docket No. 35087 (Sub-Nos. 2 through 7)), providing for grants of trackage rights by EJ&EW to GTW, IC, CCP, and WC and by IC and CCP to EJ&EW.

The CN/EJ&EW Transaction would allow CN to connect its five rail corridors crossing the City of Chicago, and move much of its traffic from those five onto EJ&EW, effectively shifting operations from a meandering urban maze to a continuous corridor upgraded for capacity and fluidity. It would ensure that the customers of EJ&EW will be served by a major transportation company with a proven record in safety and customer service, and with the financial resources to make long-term investments in plant, equipment, and systems as they become needed.

As elaborated in the Operating Plan filed with the Application, CN contemplates that implementation of the CN/EJ&EW Transaction would be relatively simple and straightforward. Key elements include:

- Train reroutes from lines inside the City of Chicago owned or used by CN, including the key St. Charles Air Line facility, to the EJ&E corridor
- Utilization of capacity available on lines and in terminals and supplemented to accommodate redirected traffic flows
    - Improved connections at six locations
    - Siding extensions and reinstallation of double track along 19 miles of the EJ&E arc
    - Upgrades and expansion at Kirk Yard
- Basic continuity of current operations, with minor changes
    - Essential continuity of major functions - dispatching, crew calling, operating systems

  - Initially, no planned changes in local trains
  - Increased use of Kirk Yard and East Joliet Yard for railcar classification and train assembly and disassembly
  - Continuation of trackage rights arrangements with connecting carriers
- Improvement in equipment utilization
- Maintenance of high safety standards.

Though the number of changes that CN plans are relatively limited (especially when compared with those made in connection with other U.S. railroad mergers and acquisitions or even with CN's larger recent acquisitions), implementation of the CN/EJ&EW Transaction would (as was the case with all of CN's prior acquisitions) be made in a measured, careful, step-by-step process, ensuring that the changes that are made do not compromise safety or service.

This SIP is divided into major sections that follow FRA's Safety Integration Plan regulations.

Section 3

Safety Integration Plan

A. CORPORATE SAFETY CULTURE

1. Focus on Safety at CN

Nothing is more important to CN than operating safely. CN recognizes that safety is not a static "program"; it is a dynamic process focused on continuously improving its corporate safety culture. CN's safety culture is built on a strong commitment to safety that begins at the top. CN's corporate "Integrated Safety Plan" (ISP) is based on the key components of People, Process, Technology, and Investment. Focus is placed on training, communication, effective supervision, and employee involvement and accountability. As part of the successful implementation of its acquisitions of IC, WC and the GLT carriers, CN has been able to take advantage of the best of the safety programs and practices of those companies to improve the safety of its entire North American operation.

a. Safety Performance

CN's train accident rate has regularly been among the best for North American railways. Based on FRA reporting criteria, CN's full system (Canada and U.S.) rate for 2006 was 2.2 accidents per million train miles,[4] second among North American Class I freight railroads (behind only CP/SOO). These positive results continue a pattern of improvement that began following CN's privatization and the 1996 overhaul of CN's safety programs.

CN's individual U.S. operations have also had a history of safety-related success and have won a number of E.H. Harriman Institute awards for safety performance. Most recently, CN won a 2006 Harriman award for "Outstanding Safety Performance" among Group A railroads.

[4] The train accident rates exclude highway-railway crossing accidents.

Not willing to rest on this success, CN is pursuing its policy of continuous improvement by enhancing its ISP with specific safety initiatives and action plans, targeting top causes of injuries and train accidents. This policy and the 2007 safety plan were sent to all employees at the start of the year as part of CN's Leadership in Safety publication.

b. Executive Commitment to Safety

CN's safety culture is built on a strong commitment to safety that begins with a personal commitment by President and Chief Executive Officer E. Hunter Harrison. CN management sets high goals for safety performance and makes achieving these goals a key corporate and personal priority. From the top down, safety is part of the corporate targets on which performance of all regions, functions (*e.g.*, Mechanical, Engineering, Transportation, Risk Management, Supply Management), and individual managers is evaluated.

c. CN's Safety Policy

CN's Safety Policy states in part that the company will:

- Provide a safe, secure, and healthy environment;
- Promote safety as a core value; and
- Ensure a continued and open partnership with all stakeholders.

This corporate policy is supported by a manual of safety processes, procedures, and standards. As part of its previous acquisition integrations, CN has used a Best Practices approach by identifying and implementing the most effective safety initiatives system-wide.

d. CN Safety Organization

CN's safety organization is based on a balanced interaction between headquarters and regions. CN's safety-focused programs are developed and implemented using the coordinated efforts of headquarters and field personnel. Headquarters manages safety policies, standards and procedures, system programs, statistics and analysis, and system regulatory relations. Regions

and functions execute safety programs and procedures, monitor compliance, investigate and report accidents, engage with employees and solicit proposals for safety improvement.

CN maintains an active interaction between headquarters and field resources through strategic working sessions, workshops, conference calls, etc. A prime example is CN's regular "best practices" workshops in which system, regional, and functional safety officers work together to identify key issues affecting accidents and injuries and share best practices and knowledge acquired at different levels across the system. This allows action plans to be developed for implementation system-wide. In addition, functions such as Engineering also hold regular conference calls among the Regions to discuss incidents/accidents and to share best practices.

A key element of CN's safety program is its Safety Committees. CN has over 90 of them, with active participation by labor and management. They act as the safety representatives of the company and its unions in the field and take immediate action to communicate and resolve unsafe situations. CN has recently completed a restructuring of the committees in Canada and is well underway in a similar initiative in the U.S. designed to help ensure that the committees are even more consistent and responsive, and have greater authority.

e. Communications

CN considers effective communication to be one of the most important elements of a successful safety program. As part of its implementation of the CN/IC, CN/WC, and CN/GLT transactions, CN developed an extensive network of internal and external safety communications that represent the best practices of the various railroads. Examples include: safety flashes; safety posters; safety videos; CN website and intranet sites; CN Magazine; Mid-Week News; Leadership

in Safety publication; Railroad Customer Safety Handbook; quarterly and annual results presentations; and family safety days.

Probably the most important form of safety communication at CN is the daily communication between employees and their supervisors. All CN supervisors are required to hold daily safety meetings/briefings with their employees. Front line supervisors have received training about "Meetings on the Fly" to better prepare them for this role, and CN has introduced a mentoring program designed to enhance this aspect of their duties.

f. Employee/Labor Involvement

Employee/labor involvement is part of CN's culture. In addition to the Safety Committees and daily safety briefings, CN ensures employee involvement in its safety programs through its Employee Performance System (EPS) initiative. This program, launched in 2006, requires that supervisors meet with each of their employees on an annual basis for a formal performance review. Each employee is provided with a personalized scorecard which illustrates the employee's performance in a number of areas, including safety and efficiency tests. Supervisors are required to take advantage of this important opportunity to open a dialogue with their employees and to discuss ways to improve CN's local and overall safety performance. The program has been well received by employees, who appreciate the opportunity to discuss these areas.

CN's Safety Walkabout program, where senior managers regularly visit field locations and meet with local employees, provides another important opportunity for labor and management to discuss safety issues and concerns.

The railroad also encourages employee/labor involvement through its Safety LIFE (Live Injury Free Everyday) hotline which allows employees to report safety concerns and barriers to communication on a confidential basis.

Employee efforts are also recognized and encouraged in other ways, including:

- Employee Safety Recognition Award: Awards given by CN Regions for recognition of special safety actions towards operations or the public; and
- President's Awards of Excellence: Annual awards to employees for accomplishments in a number of categories, including safety (IC, WC, and GLT employees were included in this program immediately following the acquisitions of their respective railroads, and U.S. employees have won the various awards, including the safety award, on numerous occasions).

A recent example of how effective management/labor teamwork can improve the safety programs at CN was the implementation of a "safety agreement" by the Mechanical Department. This set of written commitments was based on conversations between supervisors and employees, including discussions on how employees can contribute to a safe workplace and what barriers the parties can remove in this regard. CN plans to expand this initiative to other functions.

g. Supervision/Monitoring/Auditing

CN understands the importance of effective supervision, monitoring, and auditing as part of its safety program. To this end, CN has combined the best of the CN, IC, WC, and GLT programs to produce an effective integrated program, including the following elements:

Accident Investigation. CN is committed to investigating and analyzing accidents to identify their basic underlying causes. All injuries and accidents are discussed in regular conference calls. Findings are reviewed centrally on a monthly basis to determine trends and identify mitigation steps.

Trend Analysis. CN has implemented a state-of-the art Accident Reporting and Evaluation System containing information on every accident and injury across the system (U.S.

and Canada). CN's headquarters safety group produces regular summaries of accident and injury data sorted by cause and location and compared to previous years. This information allows monthly identification of salient trends, helps CN take proactive measures to improve safety, and aids industry benchmarking. Regions and functions are provided with annual targets, and incident/accident ratios are tracked by weekly e-mail reports. CN has also developed special computer programs to allow field personnel to perform local statistical and trend analyses for their individual territories. CN's Accident Reporting and Evaluation System features a number of checks and system linkages to ensure the accuracy of accident and injury information.

Effective Supervision. CN has worked hard to improve its supervisory performance and has placed increased emphasis on effective supervision, stressing the fostering of accountability for safety performance at all levels of the organization.

An important part of this effort is CN's ABC (Antecedents, Behaviors, and Consequences) program. ABC is designed to create a culture of continuous performance improvement by CN and its employees by emphasizing personal responsibility for all aspects of performance, including safety. This program is based on the fundamental concept that people deliver optimal performance when they are given the direction, training, and resources to do the job; when they understand the antecedents and consequences of their behavior; and when they have consistent opportunities to exchange feedback on progress. CN has provided its supervisors with detailed training on ABC as well as ongoing coaching by internal and external experts.

In addition, CN promotes effective supervision through its efficiency testing program, which includes reviewing locomotive event recorder downloads, monitoring speed using radar, and personal contact with subordinates. CN has developed a safety performance monitoring and rules compliance program (PMRC) to track and communicate observation results. Additional

information on CN's efficiency test program is provided in the Operating Practices section of this SIP.

CN's effective supervision initiative is also supported by continued emphasis on supervisory communications training (*e.g.*, coaching).

Safety Program Audits. In addition to the PMRC efficiency test program, which allows supervisors to audit safety and compliance in their territories, CN has implemented an impartial audit process involving use of cross-territorial audit teams, to review performance across the system, and to press for achieving zero tolerance.

Champion Safety Awards. As part of previous acquisition integration and to recognize safety at the highest level of the company, CN expanded its successful Champion Safety Awards program. These reward CN's regions and functions for being the best performing in various safety categories.

External Experts. CN occasionally uses external experts for investigating accidents and providing expert advice and training. Expert safety advice is also available to CN through its memberships in the National Safety Council and the American Society of Safety Engineers, as well as its participation in industry forums and initiatives such as the AAR Risk Management Working Committee.

2. Focus on Safety at EJ&E

EJ&E is committed to operating a safe railroad and has a strong corporate safety culture featuring a number of supporting safety programs.

EJ&E's commitment to safety begins with the President, who actively ensures a pro-active approach to safety by all operating departments. EJ&E has a safety professional, Manager of Safety, providing continual improvement information about safety performance. This official

provides technical resource assistance to operating departments, develops and implements safety programs, conducts site safety surveys, ensures compliance with local, state, and federal regulations, and participates in injury/incident investigations and in safety committee meetings.

The President, General Manager, Manager of Safety, and department heads conduct site visits to operating areas throughout the railroad, providing an excellent opportunity for them to meet with employees and review safety performance and initiatives and for employees to ask safety and business related questions directly to the top company officials.

Safety committees play an important role in EJ&E's safety program, including:

- Executive Safety Committee – Comprised of the senior management team, this committee reviews company safety performance, establishes goals and policies, and provides overall direction for the safety program.
- Safety & Health Operating Practices Committee (SHOP) – Comprised of union and management members representing all departments, this committee addresses safety issues of special interest and items that have been forwarded from departmental safety committees. It utilizes the safety improvement suggestions/observations procedure to improve the work environment.
- Departmental Safety Committees – Seven separate safety committees address safety issues at the departmental level.

As reflected in its safety program, EJ&E believes that developing and improving a safety culture requires ongoing management, supervisory and employee commitment, along with direct involvement in safety and health issues. Managers and supervisors continue to promote safety programs and ensure that all employees are trained to work safely and are educated in making safety a prime consideration in all activities. Employees are expected and required to perform duties in a safe and responsible manner.

EJ&E realizes a key component to ensuring a successful safety program is a strong auditing system. Managers and supervisors play a critical role in ensuring workforce compliance with all aspects of safety policies. Where deficiencies are noted, it is the duty of the manager or

supervisor to take corrective action. Safety committees also perform safety audits at various locations. Personal injuries and near-miss incidents are investigated to identify contributing factors and prevent recurrence. All personal injuries and incidents are reviewed at monthly safety meetings and committee meetings, and a safety flash is e-mailed to all appropriate personnel, detailing the events and corrective actions undertaken.

Safety initiatives and goals are established each year and presented to all employees through the safety committee, bulletin boards, and monthly department safety meetings. Progress towards attaining those goals is tracked with safety performance statistics regularly posted on bulletin boards and discussed at all safety meetings. EJ&E has a company-wide safety incentive program making group and individual awards available to employees when established safety performance goals are met.

The safety message is communicated in various ways. As noted, top officials visit locations throughout the railroad to discuss safety-related issues with employees. The President also sends letters to every employee pertaining to the railroad's current safety performance and initiatives. Each operating department distributes safety information that covers safety performance, initiatives, operating rules, recognition for outstanding safety-related employee behavior, and near-miss/incident information.

Through employee dedication and commitment, EJ&E strives for continual improvement of safety performance. The railway received the Harriman Award for safety excellence in 1995, 2002, and 2005, and various other safety awards from the American Short Line Railroad Association.

3. Safety Integration – Corporate Safety Culture

Safety is central to the corporate cultures of CN and EJ&E, and CN is committed to combining them to form the safest railroad in North America. It has already started by developing a communication plan, with CN executives meeting with EJ&E management employees after the announcement of the Transaction, providing a forum for their questions and helping alleviate their concerns about the future.

As discussed in the Operating Plan, EJ&EW would become part of CN's Chicago Division, a unit of CN's Southern Region. CN divisional and regional structure relies on dispersed autonomy in the context of a fully integrated system. The resulting continuity and responsibility for operations should help ensure that EJ&EW retains important elements of EJ&E's corporate culture, while benefiting from CN's culture and programs. As CN has done with its successful CN/IC, CN/WC, and CN/GLT transactions, CN plans to use the best practices in the respective operations of CN and EJ&EW in implementing the Transaction.

Although the corporate safety cultures of CN and EJ&E contain many common elements, CN, due to its size, has many important additional system resources and tools. The Transaction would therefore allow retention of important aspects of the individual corporate culture of EJ&E while providing EJ&EW with access to CN's greater resources.

For instance, EJ&EW would benefit from many of CN's corporate safety programs and resources, such as the Safe Work Procedures program, trend analysis tools, Railroad Customer Safety Handbook and CN's extensive network of safety educational/training material.

CN has already conducted a preliminary trend analysis of train accidents on EJ&E. Although, not unexpectedly for a small railroad, the overall number of accidents is small and varies from year to year, making trend analysis difficult, a significant percentage of the accidents

on EJ&E (30% in the past 2 years) occurred on those parts of EJ&E that would not be acquired by CN but would be retained by Gary Railway. Of the remaining accidents, it was apparent that the majority were due to track-related conditions or human factors.

As noted in the Track Safety Standards section of this SIP, CN has a detailed plan for extending many of its engineering resources and practices to EJ&EW. This includes: expanded use of CN's Track Geometry test car; increased rail flaw detection, including the testing of yard trackage; ultrasonic testing of used replacement rail; and the expansion of CN's Engineering Standards and Procedures.

Although CN has not carried out detailed analysis of the causes of accidents on EJ&E from human factors, it is confident that the introduction to EJ&EW of a number of CN's safety programs in this area, such as its safe work practices, trend analysis, and ABC initiative, would help address this accident area.

The integration would also mutually benefit both railroads through the sharing of information and best practices concerning common safety initiatives such as the use of ergonomic switch stands and the railroads' respective Switching Operations Fatality Analysis (SOFA) efforts.

CN would also work towards integrating other key safety programs and practices on a system-wide basis, such as:

- Safety Policy and Standards – develop common safety standards to the greatest extent possible
- Safety Communications – develop common safety communications programs and materials
- Presidents Awards and System Safety Award Programs – inclusion of EJ&EW employees and operations
- Accident/injury data collection and tracking systems – integrate information to provide more complete picture of accident and incident trends and key safety issues

B. TRAINING

1. Training at CN

CN stresses the importance of training to ensure safe operations. Extensive training programs are in place to address both general safety training and job specific training. CN's catalog of training programs, including those from acquired railroads, now contains hundreds of courses, almost all of which are safety-related. A copy of the catalog is attached as Appendix A. Program development for all CN training programs, as well as delivery for management and computer skill training, is managed by CN's People Department, which also maintains the railroad's training records and the training website. CN's safety and technical training delivery is managed by CN's Regions and functions. The People Department works with the various regions and functions to develop and execute annual training plans, advise and counsel on training issues, and ensure that all training is appropriately resourced.

Much safety and technical training is delivered by internal functional and training instructors. Qualified external resources, such as Rail Safety and Training Resources (RSTR), Signal Training Solutions (STS), and the Railway Education Bureau (REB), deliver certain other programs. All U.S. training programs must meet U.S. regulatory requirements and are subject to FRA, OSHA, and EPA review.

Details on CN training programs for U.S. operations in specific areas are as follow:

Train and Engine Employees. CN has fully consolidated its train service training program for U.S. operations, using RSTR to handle training for new trainmen. New Hire Brakeman training consists of one week in a classroom (including hands-on field training) followed by three to four weeks of on-the-job-training (OJT) with existing train crews and ending with an additional week of classroom training and rules testing. Candidates must receive a

minimum score of 85% on the exam and favorable assessments on their OJT performance to remain as Brakemen.

Conductor Promotion training takes place after the employee has had approximately six months' duty as brakeman. This consists of one week in the classroom, including training on operating rules, air brake rules, inspections of freight cars, handling of hazardous materials, security awareness and required paperwork documentation for conductors. The session is followed by a written examination with a minimum score of 90% required for promotion. This training is conducted by RSTR under the direction of CN Operating Practices.

Conductors receive refresher training every three years. The refresher training is two days in length and is provided by CN instructors. Content includes operating rules, air brake and train handling rules (including field training), safety rules, handling of hazardous materials, and security awareness. Employees must obtain a minimum grade of 85% on all refresher examinations.

CN Locomotive Engineer training, which is also using RSTR, consists of three weeks in the classroom, followed by approximately 15 weeks of OJT. Classroom instruction includes operating rules, timetable instructions, safety rules, rules for handling hazardous materials, locomotive inspections, equipment restrictions, air brakes, train handling, and security awareness.

Students are monitored and evaluated throughout the OJT portion of their training. Instructor engineers provide feedback to the engineer and the local Supervisor of Locomotive Engineers (SLE). A CN SLE also rides with each student engineer at least once every six weeks to personally evaluate their progress. Following the OJT, locomotive engineer candidates have an additional two weeks of classroom training, one focusing on the mechanics of the locomotive and troubleshooting, and one week of final examinations. All final examinations require a minimum

score of 90% for promotion. Following the two weeks of additional classroom training, the students return to OJT and are not promoted to locomotive engineer until the SLE determines that they are qualified.

Locomotive Engineers and Remote Control Operators are recertified every 36 months, as required by 49 CFR Part 240. Operating Rules, Air Brake and Train Handling Rules, Rules for Handling Hazardous Materials, safety rules and security awareness are covered in the two-day class conducted by RSTR. All employees must attain a minimum of 85% on each recertification examination to remain certified. They must also meet all other elements of engineer recertification such as medical and driver's license clearance.

Additional instruction, training and examination associated with new FRA regulations governing certain railroad operating practices are currently being added to CN's training program for operating employees. All required training will be complete by July 1, 2009 and will include an examination with a passing mark of 85%.

Ongoing evaluation of all brakemen, conductors, locomotive engineers, and remote control operators is also carried out by managers through audits and CN's efficiency test program.

Train Dispatcher (Rail Traffic Controller). As part of CN's past acquisition integration initiatives, Rail Traffic Controller (RTC) training programs for its U.S. operations have been consolidated. The current program consists of two to three weeks of classroom and at-console training followed by OJT, the duration depending on territory, complexity, and student capability. During the OJT phase, students are under constant monitoring by a qualified RTC. The student must pass a final examination covering operating rules, air brake rules, on-track safety rules, RTC Manual, instructions for handling hazardous materials, and security awareness with a minimum

score of 90% for initial promotion. Refresher training on the same subjects and examinations are administered every 38 months, requiring a passing score of 85%.

Ongoing monitoring of RTC performance is carried out by CN supervisors through audits and efficiency tests.

Roadway Worker. CN provides extensive engineering training packages for Maintenance of Way employees in both Canada and the U.S. on Track Inspection Standards, Movement Over Rail Breaks, and Continuous Welded Rail. The U.S. program is designed to comply with Track Safety Standards requirements and includes biennial retraining on Movement over Rail Breaks. U.S. employees also receive Roadway Worker Protection training annually and Operating Rules training biennially. Hazardous Materials general awareness/familiarization training, hazmat safety training and security awareness training is also carried out every three years in accordance with SAFETEA-LU. A pass mark of 85% is required for all examinations under this program. Depending on an employee's specific occupational requirements, CN provides additional training in areas such as Fall Arrest Protection, Scaffolding (Bridges and Structures), Confined Spaces, Track Train Dynamics, Thermite Welding, Rail Grinding, Water Management, Manganese Fumes, and Simplex (rail benders). CN's bridge inspectors participate in a detailed four-day bridge inspection workshop every three years. All examinations for Roadway workers require a passing mark of 85%.

Roadway Worker performance is monitored on an ongoing basis through CN's efficiency test program. CN also regularly audits bridge inspection practices and quality.

Signals and Communications Employees. CN provides initial training for its U.S.-based Signals and Communications (S&C) apprentices through Signal Training Solutions (STS), using a three-module program with two weeks on each module. Topics include electrical fundamentals,

batteries, circuits, multimeters, basic troubleshooting techniques, switch machines, track circuits, switch circuit controllers, track appliances, reading signal plans, highway crossing warning devices, gate mechanisms, automatic signal systems, defect detectors, coding systems, electric switch locks, and time relays. Training consists of technical instruction as well as hands-on lab simulation of S&C systems and troubleshooting. Candidates must pass a knowledge and performance test with a mark of 80% at the end of each module. After completing the apprentice program and serving the necessary time required by union agreement (typically three to four years), apprentices are promoted to journeymen.

Similar apprentice training is provided for those who would be working on Communications systems (wide area networks, local area networks, dispatching systems, radio, and microprocessors) as Technicians.

Additional technical training is provided to employees specific to their work assignments and to reflect new technologies.

Road Worker Protection training is provided annually to affected S&C employees and Operating Rules training is provided biennially. .Hazardous materials general awareness/ familiarization training, hazmat safety training, and security awareness training is also carried out every three years in accordance with SAFETEA-LU. A pass mark of 85% is required for all examinations under these programs.

S&C employee performance is monitored on an ongoing basis through CN's efficiency test program.

Mechanical Employee. Apprentice training for CN carmen, electricians, and mechanics in the U.S. is provided through the services of the Railway Education Bureau. This program includes 48 lessons over a two-year period, along with specific OJT. Written tests are

administered throughout the program and require a pass mark of 100% to continue. After completing the apprentice program and serving the necessary time required by union agreement (typically three to four years), apprentices are promoted to journeymen.

Training and examinations for designated qualified car and locomotive inspectors fully comply with FRA requirements in 49 CFR Parts 215, 218, 229, 231, and 232. Car inspector training includes hazmat, FRA/American Association of Railroads (AAR) Mechanical Inspection Standards, Freight Car Safety Standards, Safety Appliance Standards, Brake System Standards, Blue Flag Protection and CN safety rules. Locomotive inspector training covers Locomotive Safety Standards, Safety Appliance Standards, Brake System Standards, Blue Flag Protection and CN safety rules. For both programs, qualification is based on a combination of knowledge and experience. Car and Locomotive Inspectors performance is monitored on an ongoing basis using CN's efficiency test program.

As required by the Power Brake Rules (49 CFR 232.203), employees qualified to inspect brake systems are requalifed every three years. Requalification requires a demonstration of proficiency of brake test performance and system knowledge.

CN Utility employees receive annual training on the requirements of 49 CFR Part 218.

OSHA Confined Space Awareness, Lockout/Tagout Procedures and Fall Protection training (with 3 year retraining schedule) is also provided for certain mechanical employees, depending on their job tasks. CN provides Crane Fundamentals and Crane Operation Update training to affected employees at three-year intervals with an 80% mark required on associated examinations.

Specific technical training is provided in areas such as specialized brake equipment, locomotive troubleshooting, etc. This includes training on all new locomotive and freight car

equipment as they are introduced. CN extensively uses GM and GE technical training for employees involved in locomotive inspection, maintenance, and repair.

Hazmat. As chemicals make up a large portion of CN's U.S. traffic, hazmat training has a high priority, and is provided for all employees covered by DOT's Hazardous Materials Regulations, including train crews, dispatchers, engineering maintenance of way employees, signal maintainers, mechanical employees, and waybill personnel. Training subjects include hazmat general awareness/familiarization, function-specific duties and requirements, and hazmat safety. Security awareness training is also provided. Employees are tested on each of the subjects covered in the class and must receive a mark of 85%. Retraining is done on a three-year cycle.

Specialized training and medical surveillance is given to "incident responders," based on Occupational Safety and Health Administration (OSHA) regulations (29 CFR 1910.120) and National Fire Protection Association standards (NFPA 472). CN also provides key route, key train, and Security Plan training for all employees involved in transportation of hazmat.

CN is a member of both the AAR's Tank Car Committee and its Bureau of Explosives Committee (BOE), as well as the Railway Association of Canada's Dangerous Goods Committee, and takes advantage of their annual specialized training programs for additional training as required. For instance, CN uses the AAR/BOE Hazardous Materials Seminar as refresher training for management employees who have already completed incident response training.

Supervisory. CN supervisors are recertified every 36 months with the same training given to those in the craft from which they were promoted. For instance, supervisors who were locomotive engineers must maintain that qualification and training. Examinations are identical to those administered to employees, and passing score requirements are the same. In addition,

supervisors are required to attend one day of rules refresher training and complete an examination with a minimum mark of 85% on an annual basis.

Supervisors are also required to be trained on the requirements of CN's Efficiency Test Program, including the new requirements of 49 CFR Part 217 concerning operating rules. This training is conducted both in the classroom and in the field.

All supervisors and managers also have access to a number of courses aimed at business skills (*e.g.*, CN's Business, Proactive Problem Solving) and supervisory skills (*e.g.*, Managing Employee Performance, Introduction to Conflict Management). They also receive specific training on the Drug and Alcohol program and on Incident Command.

To further improve the quality of its supervisory staff, CN has recently introduced a special one-week "Fast Start" training session for new managers. This includes specific coverage of Employee Performance Scorecard (EPS), Intranet Training resources, Drug & Alcohol program, ABC's of Performance and People, Doing Away with Harassment, Hourly Rate Agreement and Labor Relations Basics, and Safety/Hazmat Compliance and Reporting requirements. The session ends with a special Leadership Dialogue involving Senior Management.

2. Training at EJ&E

EJ&E believes that continuous education and ongoing safety training are key elements in any successful safety program. All mandated regulatory training for employees is conducted at the department level. All departments also conduct specialized training about items associated with specific crafts. Training records are kept on file at the individual department headquarters.

Specific EJ&E training programs include:

Train and Engine Employees. Training of prospective train and engine employees includes four days in a classroom and one day working with live equipment in a controlled environment. Upon successful completion, trainees are assigned to various yard and road train crews for thirty days of OJT, during which their performance is monitored. Afterwards, they must pass an examination, followed by a 30-day period of working as a crew member and an additional thirty days of OJT, before completing a probationary period.

After approximately six months' service as a trainman, an employee may enter a 45-trip conductor promotion training program, followed by a written examination covering applicable rules in the Operating Rules and EJ&E Timetable, with emphasis on rules closely identified with conductor responsibilities. Candidates must complete a final examination.

All EJ&E train and engine employees receive annual training and testing on EJ&E's Operating Rules. The training is in a classroom environment and consists of lecture, open discussion, observing videotapes, and "hands-on" instruction.

EJ&E applicant locomotive engineers participate in a comprehensive training program that includes classroom instruction and training with actual locomotive equipment, supplemented at times with training on a Type II simulator. Student engineers must successfully complete a minimum of 240 hours of OJT with a certified locomotive engineer and must pass all written examinations. The Road Foreman of Engines conducts final Train Handling Examination in the field or in a Type II simulator. EJ&E locomotive engineers are re-certified every 36 months through classroom instruction and a Type II simulator. In addition, annual locomotive engineer "check-ride" and "operational tests" are conducted during simulator training or by Road Foremen in the field.

EJ&E has recently completed specific training and testing for brake system and car inspection by train and enginemen. Refresher courses are scheduled every three years.

Security awareness training has been added to the Operating Rules classes.

Train Dispatcher. EJ&E train dispatchers receive initial training in-house. OJT occurs as required to qualify dispatchers on the East, West, and Assistant Chief Dispatcher positions. EJ&E train dispatchers receive training on Operating Rules, Roadway Worker Protection, and Hazmat at least every 12 months. To ensure familiarity with their territory, all dispatchers participate in hi-rail or train trips.

Track Employee. EJ&E Engineering Maintenance of Way employees receive an initial one-day training session to review track safety standards, with refresher training at safety meetings. The list of qualified employees is reviewed each year to ensure that their training is up to date. All EJ&E Engineering Department employees receive an annual eight-hour training session at the start of the maintenance season, covering roadway worker protection and various USS, FRA, and OSHA requirements (*i.e.*, hearing conservation, first aid, fall protection, electrical power line safety, etc.). Supervisors and employees also meet weekly to discuss various safety issues.

Signal Employee. EJ&E's Signalmen attend four two-week training classes at the Union Pacific Training Center in West Chicago, IL. These classes begin at the basic electrical level and conclude with technical training on each major type of equipment that the employee will encounter. Employees must then take an exam that includes a written skills test and a practical demonstration on their knowledge proficiency to advance through each level of work assignment. Continuing education on each product is given as needed by the suppliers of the products (*e.g.*, Union Switch & Signal, Alstom, and Safetran). The railroad's Linemen attend the Pole Climbing

Proficiency class given by NIPSCO – the Northern Indiana Public Service Company – to become proficient in high voltage work. They have attended all USS in-house training classes on power systems, fire and arc safety, and lineman's safety. Both classes of employees are trained as directed by the FRA on such areas as Bridge Worker Safety, Protection from Trains, and Environmental Safety.

Hazmat. A qualified instructor performs hazmat training for all EJ&E hazmat employees at least every three years. This takes place in a classroom and consists of lecture and open discussion using such resources as EJ&E's Operating Rule Book, the Code of Federal Regulations, and the DOT Emergency Response Guidebook.

Supervisory. EJ&E supervisors receive Drug and Alcohol Training at least every three years, and attend periodic FRA seminars regarding Operating Rules, Hours of Service, Engineer Certification, Hazmat, Roadway Worker Protection, Signals, Grade Crossings, and other relevant topics. Supervisors receive a refresher on the Employee Assistance Program (EAP), described in section C.2.b, below, every two years.

3. Safety Integration – Training

CN's initial analysis of specific training programs in areas such as train and engine employees, Train Dispatchers/Rail Traffic Controllers, engineering track and signal employees, mechanical employees, and hazardous materials, shows that CN and EJ&E both have training programs that meet FRA requirements and are similar in many aspects. Although CN expects that it would initially keep the existing training programs separate, it would explore ways to take advantage of synergies and get greater benefit out of the training programs.

EJ&EW would immediately gain access to the resources of CN's training department. The railroads would also share their training catalogues, videos, and other training products so as to identify courses that could benefit each other.

The integration of CN and EJ&EW would not require any significant training programs that would call for augmentation of their training personnel. As shown in the Labor Impact Exhibit (Attachment B to the Operating Plan), copy attached as Appendix B, it is projected that there would be no net new hiring and minimal relocation associated with the Transaction. The projected transfer of EJ&EW train dispatching employees to CN's Rail Traffic Control Center would require some training on the new systems and procedures associated with CN's dispatching equipment. As these employees would be experienced train dispatchers, and because differences in equipment and procedures are not significant, this training could be handled with existing CN resources.

The training needs of any other future integration activities would be reviewed in detail and appropriate resources would be allocated if and when they arise. CN would be able to use its experience with integrating important elements such as Operating Rules and information technology in implementing CN's acquisitions of IC, WC, and the GLT railroads. As noted, CN has significant in-house training resources. In addition, the availability of various contract training programs, widely used by CN, gives CN particular flexibility in meeting any future training needs.

C. OPERATING PRACTICES

1. Operating Rules, Practices, and Instructions

a. Operating Rules, Practices, and Instructions at CN

CN's Operating Practices group helps ensure the highest degree of safety and productivity in day-to-day operations. Southern Region operations are overseen by the Assistant Vice President of Operations, a Senior Manager of Rules and Operating Practices (located in Waterloo, IA), and Operating Practices Managers (located in Flat Rock, MI; Harvey, IL; and Memphis, TN). Specific U.S. Operating Practice responsibilities include developing, implementing, and enforcing Operating Rules; Air Brake & Train Handling Rules; On-Track Safety Rules; Division Timetables and System Special Instructions; Efficiency Tests and Inspections Program; Locomotive Engineer Certification Program; Operating Bulletins and Bulletin Notices; and initial and ongoing training of locomotive engineers and trainmen.

In addition, as part of locomotive engineer certification requirements, CN has 12 local Supervisors of Locomotive Engineers (SLE) in the U.S. responsible for compliance with all aspects of engineer certification, mandatory monitoring rides with engineers, ongoing training (classroom and OJT) for engineers, skills performance testing, and initial training for new-hire train service employees. The Operating Practices group works closely with CN's Training Group to ensure that CN's Transportation function training needs are satisfied.

CN's U.S. operations are all subject to its U.S. Operating Rules (USOR). CN also uses a combination of timetables with subdivision-specific instructions and Operating Bulletins, and train-specific Tabular General Bulletin Orders to govern railroad operations.

Operating information is kept in a consolidated Rail Operations Manual containing not only the operating rules, timetables, and special instructions, but also safety rules and instructions, air brake and train handling, on-track safety, equipment restrictions, motive power, and hazmat. Changes to operating instructions are communicated through bulletins until incorporated in a revised version of the instructions or in the rules themselves. Train specific information and

restrictions (such as temporary slow orders) are communicated to train and engine crews through issuance of Tabular General Bulletin Orders.

CN has consolidated the efficiency test program of its U.S. operating subsidiaries (GTW, DWP, WC, IC, DMIR and B&LE) into a program that includes 55 specific tests and fully complies with FRA requirements. All supervisors below the General Manager level conduct testing regularly and provide timely feedback to educate employees and reinforce rules compliance. Testing targets have been established for each supervisor. Employees with unsatisfactory test results get instruction so that they have a thorough understanding of what they did not perform correctly and of the importance of rules compliance to the safety of train operations. Test results are entered into CN's PMRC program where they are used to monitor non-compliance trends and compared to accident causes for development of system or local safety programs.

b. Operating Rules, Practices, and Instructions at EJ&E

EJ&E has adopted a modified version of the General Code of Operating Rules (GCOR). The timetable includes information on Physical Plant, Train Movement, Hazardous Material Instructions, Special Operating Instructions, Safety Instructions, EJ&E Operations Department Policies, and Air Brake and Train Handling Instructions. All EJ&E hazmat employees are required to have a copy of DOT's Emergency Response Guidebook, in addition to the hazmat instructions in the timetable. EJ&E also uses Bulletin Orders, Circulars, Operating Bulletins, and Track Bulletins to communicate operating information.

In compliance with FRA requirements, EJ&E managers are required to monitor Trainmen, Enginemen and Train Dispatchers and complete Operational Tests and Inspection Reports called proficiency tests, conducted day and night, seven days per week, under actual and/or simulated

operating conditions. Under EJ&E policy, each Operating Supervisor is required to conduct a minimum number of tests each month (30 to 40 depending on supervisory level). Operational Tests and Inspection Reports are kept on file at EJ&E's office in Gary, IN.

c. Safety Integration – Operating Rules, Practices, and Instructions

CN expects that the Operating Practices, Operating Rules, and associated programs of the respective railroads would remain separate at least in the near term, although CN recognizes the advantages of eventual consolidation of these areas. As the Transaction is expected to require minimal dislocation of operating employees and minimal changes in territories, retaining the existing operating rulebooks in the short term should not result in confusion or create safety concerns. CN recognizes that there would be a number of CN train and engine employees required to work on both CN and EJ&E territory. This should not present a problem, as CN crews are already familiar with EJ&E operating rules, timetables and bulletins, since they currently operate over EJ&E track. Nevertheless, CN would monitor rules performance throughout implementation and, should there be evidence of problems associated with the two sets of rules, would make the necessary changes.

CN would work towards eventual extension of USOR to EJ&EW, and should be able to do so without difficulty within the first year of implementation of the Transaction. EJ&E Operating Rules are nearly identical to GCOR, and CN has considerable experience in consolidating GCOR into USOR. CN has previously reviewed the differences between USOR and GCOR in connection with its conversion of DWP from GCOR to USOR in 2000 and has also successfully converted WC and DMIR from GCOR to USOR in implementing those respective transactions. As a result, CN is confident that USOR can safely be extended to EJ&EW. CN would ensure that proper training is provided for all employees as well as those on third-party

railroads operating over EJ&EW, using a process similar to that used for the operating rules in previous acquisition integrations.

Similarly, CN expects to retain EJ&E's efficiency test programs, at least for the short run. Any future program consolidation would be done in compliance with FRA regulations and filed with FRA as required. At that time, CN would also review possible consolidation of efficiency test record-keeping and monitoring systems.

2. Drug and Alcohol Programs and Reporting

a. Drug and Alcohol Programs at CN

CN has extensive Drug and Alcohol (D&A) programs in place for its U.S. and Canadian operations, carried out separately in the two countries to conform to different regulatory environments. As part of its previous acquisition implementation activities, and in consultation with FRA, CN has successfully consolidated D&A programs for its U.S. operations, utilizing CN's expertise and its well-respected programs. The program is administered by CN's U.S. Senior Manager of Medical Services. Drug & Alcohol testing follows DOT/FRA/Federal Highway Administration guidelines and regulations, and includes post-accident, reasonable suspicion, reasonable cause, pre-employment, and random testing. The program was successfully audited in 2007 by FRA.

In addition to mandatory testing, CN also has its own D&A testing requirements concerning probationary period testing, reasonable suspicion testing of management and other non-regulated employees, return-to-work physicals, pre-employment testing, and follow-up testing.

As part of its implementations of prior transactions, CN has successfully expanded its Substance and Alcohol Free Environment policy to all of CN's U.S. operations. The Employee

Assistance Program (EAP) encourages supervisor and co-worker referrals of employees with substance abuse problems. Employees who test positive are referred to the EAP and meet face-to-face with a substance abuse professional, who may, based on the assessment, require the employee to participate in education and treatment programs, both before being allowed to return to work and during a follow-up period.

b. Drug and Alcohol Programs at EJ&E

EJ&E has a D&A program that meets the requirements of DOT and FRA regulations. Under EJ&E's D&A testing policy:

- All new hires and employees entering hours of service positions are required to have a federal pre-employment drug screen.
- Hours of service employees and DOT regulated truck drivers are subject to random drug and alcohol testing (monthly).
- Reasonable Suspicion and Reasonable Cause testing is performed whenever there is "cause" or grounds for such suspicion.

EJ&E has an EAP for employees with alcohol, drug, or other problems. Employees may refer themselves voluntarily and receive confidential help. They may also be referred through co-worker report on a confidential basis. EJ&E records are maintained at EJ&E's Administrative Headquarters in Gary, IN. FRA audited EJ&E's D&A program in April 2007.

c. Safety Integration – Drug and Alcohol

CN and EJ&E both have D&A programs that are similar in many aspects and comply with FRA regulations and applicable legislation. They also have excellent EAP programs that serve an important role in the D&A program. EJ&EW would initially retain its existing programs, with FRA reporting being handled separately, as now. Because EJ&E has been recently and successfully audited by FRA (2007) and the Transaction would involve very limited employee relocation, maintaining current programs and practices should not create confusion or lead to

safety concerns. CN recognizes, however, the value of a common program and would work towards that goal. This would be carried out with FRA consultation.

3. Locomotive Engineer Qualification and Certification

a. Locomotive Engineer Qualification/Certification at CN

CN has a consolidated Locomotive Qualification/Certification program for all U.S. operations, which complies with FRA regulations and has been submitted to FRA as required.

As previously noted in the training section of this SIP, CN has retained RSTR for initial training requirements. This includes three weeks of classroom work followed by 15 weeks of OJT with qualified locomotive engineers. Students are monitored and evaluated throughout that phase, with a Supervisor of Locomotive Engineers (SLE) riding with a student engineer at least once every six weeks to evaluate progress. The OJT phase is followed by two additional weeks in class, and by final examinations requiring a minimum score of 90%. After the student passes the final exams, additional on-the-job training is conducted until the SLE determines the student to be qualified.

Student engineers must be familiar with all of the physical characteristics of the territory in which they would be assigned before they may be qualified to operate without supervision of a qualified engineer (and if later operating in new territory or expanded territory, must first be qualified for that territory). As required by regulation, the Road Foreman of Engines evaluates engineers for performance at least once per year.

Locomotive Engineers and Remote Control Operators are recertified every three years in training conducted by RSTR. Operating Rules, Air Brake and Train Handling Rules, Rules for Handling Hazardous Materials, safety rules and security awareness are all covered in the two-day

class. All employees must attain a minimum of 85% on each examination to remain certified. A medical and driver license clearance is also part of the recertification process.

b. Locomotive Engineer Qualification/Certification at EJ&E

EJ&E has locomotive qualification and certification programs that fully comply with FRA regulations.

EJ&E's Locomotive Engineer Certification Program is administered by, and all required records are maintained through, the office of the Senior Road Foreman of Engines in Gary, IN. Following hearing and vision acuity testing, new applicants must participate in a comprehensive training program, including classroom instruction and training with actual locomotive equipment. This may be supplemented with a Type II simulator operation. Student engineers must successfully complete a minimum of 240 hours of OJT with a certified locomotive engineer and pass all written examinations. The Road Foreman of Engines conducts a final Train Handling examination in the field or in a Type II simulator. Recertification of EJ&E Locomotive Engineers is carried out on a three-year cycle. The program includes a classroom training session, covering operating rules, train handling, FRA Safety Practices, and mechanical equipment, followed by a written examination.

c. Safety Integration – Locomotive Engineer Qualification/Certification

CN and EJ&EW would at least initially retain their existing separate programs. All are in full compliance with FRA regulations and have been filed with FRA. CN would explore consolidation opportunities, and future changes would meet regulatory requirements and be communicated to FRA for approval as required. CN anticipates that consolidation would take place within the first 18 months after the Transaction is consummated.

4. Hours of Service Laws

a. Hours of Service at CN

CN's U.S. operations have made significant advances concerning fatigue and hours of service. CN is unaware of any specific FRA concerns at this time. Hours of Service reporting is carried out by the various train dispatching centers for train dispatchers, and by Superintendent/Supervisor offices for train crews, tower operators, and signal maintainers. Consolidation of crew calling activities under its Crew Assignment and Timekeeping System (CATS) provides CN a common source of information for train crew time on duty. Train dispatcher (RTC) time on duty is automatically recorded by CN's train dispatching systems. Signals & Communications Maintainer hours are recorded using common forms.

b. Hours of Service at EJ&E

EJ&E reports all hours of service violations as required by FRA regulations. Reporting is done on a fair and accurate basis, and there are no outstanding issues with FRA. Train and engine service employees' hours of service information is recorded on service reports completed and signed by the conductor and engineer. Train dispatchers log in and out of the Train Dispatching System (Alstom). Train dispatchers record their total time on-duty on payroll sheets. All EJ&E service reports and payroll sheets are examined and signed by the responsible management employee. Discrepancies in hours of service are immediately investigated and reported to the Administrative Manager/Manager Government Testing and Training. Timely reports of violations are filed with FRA.

c. Safety Integration – Hours of Service

CN and EJ&E are both subject to U.S. federal hours of service laws, and have approved processes in place to handle reporting requirements. Although CN intends to retain these separate

processes for the near term, the railroads would move to full integration of their hours of service reporting programs within the first year of implementation. As the Transaction would not result in many employee relocations, maintaining the status quo should not create safety concerns or employee confusion. When the Hours of Service reporting functions are integrated, CN would do so in a manner that ensures compliance with FRA requirements. Training on CN's CATS system would be conducted before the change-over, as was done when CN successfully integrated CATS at IC, WC, and the GLT railroads.

CN would also work towards integrating Hours of Service reporting for covered Signal and Train Control employees. This would include the necessary training of affected employees. CN has previously carried out successful integrations as part of the previous railroad acquisitions and anticipates no problems with this initiative. CN expects this would also occur within the first year of implementation.

D. MOTIVE POWER AND CAR EQUIPMENT

1. Motive Power and Car Equipment at CN

CN has developed programs that combine proven practices, new initiatives, technology, and research to enhance the safety of its motive power and car equipment operations. CN's current fleet is made up of approximately 2,000 locomotives and 92,000 freight cars. CN is in the midst of an aggressive locomotive renewal program that would allow the railroad to continue to improve fuel efficiency, service reliability and locomotive related safety. As part of this effort CN purchased 60 new high-horsepower locomotives in 2006, is purchasing 65 in 2007, and will be receiving another 65 in 2008.

CN has extensive locomotive and car maintenance, repair, and servicing facilities. In the U.S., heavy locomotive repair work is done primarily at Woodcrest Shops in Homewood, IL, while heavy car repair work is done primarily at Centralia, IL and Fond du Lac, WI. Locomotive

inspection and repairs are also carried out at Memphis, TN. Designated car repair locations include Superior, Stevens Point, and Fond du Lac in Wisconsin; Detroit, Pontiac, Flint, Battle Creek, Gladstone, and Flat Rock in Michigan; Glenn Yard, Markham Yard, Decatur, Champaign and Centralia in Illinois; Memphis, TN; Jackson, MS; New Orleans and Baton Rouge, LA; and Mobile, AL.

CN inspects and maintains car equipment and locomotives at designated terminals and in strict compliance with FRA regulations set forth at 49 CFR 215, 229 and 232. Inspection records and defect repair information are contained in CN's SAP administrative support computer system. All train inspections on CN territory in Canada and the U.S. (including 1,000-mile inspections) are identified through CN's service design, in consultation with other carriers over whose lines CN operates, where applicable, and are tracked in the Service Reliability System (SRS). Inspection requirements for trains running between Canada and the U.S. are carefully developed to ensure compliance with both countries' regulations. Train inspections are performed by qualified carmen where on duty or by train crew members properly trained in FRA regulations, if no carmen are employed at inspection points.

As noted in the Training section of this SIP, employees responsible for inspection, maintenance, or repair of CN's locomotives and rail cars must complete a comprehensive apprentice/journeyman program to become qualified. Training and examinations for employees designated as qualified car and locomotive inspectors fully comply with the requirements of 49 CFR Parts 215, 218, 229, 231, and 232. Car inspector training includes hazmat, FRA/AAR Mechanical Inspection Standards, Freight Car Safety Standards, Safety Appliance Standards, Brake System Standards, Blue Flag Protection, and CN safety rules. Locomotive inspector training includes similar subjects associated with locomotive inspection. As required by the

Power Brake Rules (49 CFR 32.203), requalification for designated qualified brake inspectors is carried out every three years. Utility employees receive annual training.

Specific technical training is provided in areas such as specialized brake equipment and locomotive troubleshooting, including training on all new locomotive and freight car equipment as they are introduced. CN extensively uses EMD and GE technical training for employees involved in locomotive inspection, maintenance, and repair.

Added information for mechanical employees is contained in CN's "Mechanical Safety Guidelines" manual, and the Mechanical section of the CN Intranet which provides a mechanism for communication of important safety issues from various training programs. CN uses its PMRC program to evaluate mechanical employee compliance with various rules, including car and locomotive inspection performance.

CN uses two important systems to help ensure the safety of its car fleet. CN's Freight Integrated Repair System tracks all repairs CN performs. These historical data provide CN with important information in making its car fleet more reliable. CN also uses online systems to track repair history to identify individual or classes of cars with selected repeat defects. CN is actively involved in regular meetings with all carriers at its major interchange points, providing timely interaction to correct problems before they become safety concerns.

CN is an industry leader in its efforts to enhance the crashworthiness of locomotives, and provides all new locomotives with higher collision post protection and larger anti-climber protection than required by regulation. Virtually all are equipped with electronic event recorders. Most of CN's high-horsepower locomotives, including all new purchases, are equipped with dynamic brakes for improved train control. All new locomotives being received in 2007 and

2008 are also equipped with digital cameras to enhance operational safety by recording highway-grade crossing accidents and other incidents that may occur on the network.

All of CN's end-of-train (EOT) units have two-way communication with the head end and can be used to initiate an emergency air brake application. CN has specific pre-departure and changeout procedures to ensure that trains depart with two-way EOT unit communications and emergency braking ability. Included in CN's EOT inventory is a version that provides service brake applications from the tail end of the train, resulting in improved train handling and reduced braking distance.

CN has 24-hour technical support (Diesel Doctors) to respond quickly to operating crew concerns and to provide assistance concerning locomotive performance, alarms, or failures. They maintain a database of all failures, which is used to improve locomotive reliability.

As detailed in the Signal and Train Control section of this SIP, CN has an extensive network of wayside detectors, including hot box, hot wheel, dragging equipment, and wheel impact load detectors, to help ensure the safety of its locomotive and car fleets.

2. Motive Power and Equipment at EJ&E

EJ&E has a number of safety programs and initiatives in place to ensure the safety of the mechanical employees and the car and locomotive fleets, which include 57 locomotives, 3 traction trailers, 1 remote control car, and about 3,900 rail cars. All cars and locomotives are inspected and maintained to comply with FRA regulations. Train inspections on EJ&E are performed by carmen where they are employed, or by fully trained crew members. All inspections are scheduled and comply with FRA regulations.

All EJ&E locomotives are equipped with solid-state event recorders. Road locomotives are equipped with pulsating ditch lights, dynamic brakes, EOT monitors, and digital recording

systems. EJ&E's EOT devices have two-way communication with the head end, allowing the operator to initiate emergency braking at the tail end.

EJ&E's Kirk Yard (Gary) Locomotive Facility has capacity for inspections, running repairs and complete locomotive overhaul. EJ&E's Joliet Car Shop performs major car repairs and program repairs, and builds new cars. Running repairs to locomotives and cars are performed at Gary, IN and East Joliet, IL, with minor in-train repairs being done at all locations.[5]

As noted in the Training section of this SIP, car and locomotive personnel are qualified via apprenticeship programs using classroom, correspondence course, and OJT. All car inspectors are trained and tested on FRA requirements (49 CFR Parts 215, 218, 231, and 232). Employees receive regular refresher training. EJ&E mechanical employees have been trained in accordance with FRA rules set forth at 49 CFR 232.203. FRA has audited EJ&E's Part 232 training program and related records and has taken no exceptions.

3. Safety Integration – Motive Power and Car Equipment

CN and EJ&E both have programs and practices designed to ensure the safety of their locomotives and railcars. Both conduct inspections and maintenance using qualified employees and in compliance with FRA requirements. EJ&EW would immediately benefit through access to CN's motive power and equipment system resources and expertise, and from CN's representation on numerous AAR and industry mechanical committees.

The Transaction would also benefit the quality of the combined car and locomotive fleets. As part of the Transaction, CN would acquire 228 EJ&E flatcars (the remainder of the fleet would stay with Gary Railway). Integration of the car fleets would allow EJ&EW to draw on a much larger, on average newer, and more dependable pool of equipment to service its customers, while

[5] A locomotive shop and servicing facility inside Gary Works will not be acquired by CN in the Transaction; it will be owned by Gary Railway.

improving the safety of operations. Similarly, the Transaction would allow CN to apply its locomotive management and maintenance practices to the EJ&EW fleet. Under the Transaction CN would acquire 38 EJ&E locomotives. Combining them with CN's fleet of locomotives would provide greater flexibility and permit more efficient service to EJ&EW customers. In addition, as the older and lower horsepower locomotives acquired from EJ&E are retired or cascaded to less demanding service, the locomotive fleet in use on EJ&EW would become newer, and more fuel-efficient, enhancing safety through improvements in dependability.

CN anticipates that it would make only minor changes in the operation of the locomotive repair and maintenance facilities at Kirk Yard. For instance, occasional heavy maintenance of EJ&EW locomotives would be performed at existing CN facilities. In turn, light repair and servicing of CN locomotives that may move in and out of Kirk Yard could be performed there. Furthermore, based on its assessment of shop capacity available at Kirk Yard and shop capacity elsewhere on the CN system, CN believes that it is unlikely that it would continue to use the roundhouse at East Joliet Yard for locomotive maintenance or repair work, as only five roundhouse stalls remain available for use.

CN does not expect the car maintenance and repair operation at Kirk Yard to change. With heavy car-repair work already being done at nearby CN facilities in Centralia, IL, and Fond du Lac, WI, CN does not expect to need the facilities of EJ&EW's East Joliet car shop.

In both cases, the small number of locomotives and cars affected and the capacity of the various shop facilities would help ensure that there should be no safety issues associated with these changes. As noted in the Personnel Staffing section of this SIP, as part of the shifting of locomotive and car repairs, CN anticipates some minor relocations of Carmen, Electricians, Machinists, Sheet Metal Workers, and Hostlers from EJ&E's Joliet and Kirk Yard shops to CN's

Woodcrest shop. Because these employees are fully qualified for their craft and are experienced with FRA inspection and maintenance criteria, there is no anticipated need for detailed training. Rather, the employees would be provided with orientation training designed to familiarize them with the applicable policies and procedures, as well as Safety Rules for the new shop. They would also be trained on the use of any Mechanical information systems that they require to perform their job.

CN anticipates that the Transaction would result in only minor changes in train inspection locations. Car and locomotive inspections would continue to comply with FRA inspection requirements, and the mechanical officers responsible for such inspections and tests would remain proficient using CN's training and monitoring programs.

CN has no immediate plans for consolidation of territories such that mechanical employees of one railroad would be required to operate under another railroad's operating rules and track protection procedures. It recognizes, however, that such consolidations could yield important efficiencies, and that it might be advisable to implement them at some future point. Should this occur, CN would put in place measures to ensure the safety of employees, including requiring affected employees to be fully trained and qualified on applicable operating rules, track protection, and other safety procedures for the territory.

Equipment-related information systems would remain separate initially, but CN would work towards consolidation. Before such consolidation, CN would first fully review system and training requirements. The success of the integrations of information technology (IT) in connection with the CN/IC, CN/WC and CN/GLT transactions confirms the wisdom of a gradual, well-planned process, including detailed training. CN would keep FRA advised of its IT integration plans in this regard as part of the monitoring process. CN's initial review of the

equipment systems indicates that consolidation of EJ&EW's mechanical information system into CN's systems would not be difficult and would not lead to incompatibility problems. Nonetheless, in keeping with CN's careful approach to all information technology integration efforts, CN would initially run the systems in parallel prior to full cutover to ensure that all information is entirely compatible.

Based on its initial review of EJ&EW's locomotive radios, EOT systems, event recorders and control systems, CN does not foresee any compatibility issues that are likely to lead to safety or operational problems after acquisition of EJ&EW. Nonetheless, prior to implementation of the Transaction, CN would ensure that proper measures are in place to address any potential incompatibilities. CN already has pre-departure and changeout procedures to ensure that trains do not depart without fully functioning two-way communications for EOT units. In addition, to avoid potential confusion, CN intends to retain the existing separate locomotive identifications.

E. SIGNAL AND TRAIN CONTROL

1. Signal and Train Control at CN

CN has integrated its various S&C activities and programs throughout its Canadian and U.S. system.

The CN network includes some 8,500 miles of CTC/ABS (Centralized Traffic Control/Automatic Block Signal) territory. The CN U.S. network includes 2,220 miles of CTC signal systems and an additional 890 miles of ABS. CN's communications infrastructure consists of a combination of technologies, including fiber optic, microwave, data radio, and copper circuits. CN uses a combination of owned and leased facilities to provide redundancy for critical communications functions. The CN signals and communications network includes 1,000 radio base stations, 6,200 automatic road crossing protection systems, 3,000 power switches, and 6,000

miles of fiber optics systems. CN maintains a centralized S&C call desk that provides continuous around-the-clock, 365 day-per-year coverage for monitoring of S&C incidents and dispatching of qualified personnel to trouble sites. CN has a network of 683 wayside inspection systems along its lines in the U.S. and Canada, consisting of integrated hot box, hot wheel, and dragging equipment detectors. Alarm condition information is immediately conveyed to train crews using radio talkers as well as to a central network computer to enable the proactive identification of emerging problems.

CN continues to lead the railroad industry in the use of Wheel Impact Load Detectors (WILD) and integrates data from all of its sites into a central office system to enable proactive analysis of wheel impact data and setoff of cars with high impact wheels. The goal is to find high impact wheels earlier, and remove them sooner, than under industry standard "visual" methods. The CN WILD network currently includes 35 detectors spread across the U.S. and Canada. CN has extensive other electronic detection systems as part of its safety technology, including fallen rock detectors and slide fences in many high risk areas. Various washout detection technologies, including electro-level beam, guided radar, time domain reflectometry, and slump/washout detection, are being evaluated at various locations across the system. All are connected to CN's signal system or communicate directly to train crews using wayside radio systems.

CN's S&C Standards document and its General Instructions Manual describe in detail the processes and procedures necessary to perform the inspections and tests mandated by FRA. CN has implemented electronic documentation of tests, using hand-held computers.

As noted in the Training section of this SIP, CN's S&C personnel receive extensive apprentice training as well as additional regular training specific to their work assignments. S&C employees are trained on Road Worker Protection annually and operating rules biennially.

Affected employees are also trained on hazmat general awareness/familiarization, hazmat safety and security at three year intervals.

2. Signal and Train Control at EJ&E

EJ&E's signal and communications system consists of 23 remote or manual controlled interlockings, 3 automatic interlockings, 47 miles of CTC and 20 miles of ABS using Track Warrant Control on the Western Subdivision, and 10 miles of CTC and 40 miles of ABS with Track Warrant Control on the Eastern Subdivision. All signaled territory is controlled from a central dispatching office located in Joliet, IL, using either point-to-point copper wire data lines with cell phone backup or wireless TCP/IP code lines over direct radio connections or the I-internet. All code lines communicate with the Genesis protocol using Safetran Packet Switches in a main/backup configuration for interface with the train control servers. Train to Dispatcher communication is accomplished via FM radio using 7 radio base locations. EJ&E utilizes two different road frequencies to separate the Eastern and Western Subdivisions to reduce voice interference during operations. An additional three frequencies are used for Maintenance of Way activities, switching, and within the USS complex.

Kirk Yard is equipped with a ProYard system of car control to manage the humping operations at this location, including auto routing of cars, and speed management using radar and distance to couple control for final coupling speed.

EJ&E is equipped with five Hot Wheel/Hot Bearing-Dragging equipment defect detector locations that are each set to communicate directly with trains over the voice radio frequency. The spacing of these locations is approximately every 20 miles on both the Eastern and Western Subdivisions. Sixteen Automatic Equipment Identification (AEI) locations are provided to acquire train consist information for all trains entering and leaving EJ&E. The AEI system is set

to provide data to both the internal Car and Train Control system and other connecting rail carriers on a shared basis. Additional AEI data is also gathered from other rail carriers directly into EJ&E's Car and Train Control system as a part of this shared system

EJ&E has five separate signal maintainer divisions, and coverage is provided on a first shift basis at all of these areas by section maintainers. A sixth division consists of the Hump Operation at Kirk Yard where maintenance personnel are provided on a 24-hour basis. Construction and heavy maintenance operations are handled by two distinct gang crews, one doing the field installation work, including heavy equipment operation, cable installation, and all field material construction, and the other doing the wiring of all cases and housings based on circuit designs done in house by the engineering staff. All work is governed by internal testing and construction standards that meet or exceed all applicable FRA, state, and local requirements. Employees are trained and tested on their proficiency on each of these standards to achieve their positions.

3. Safety Integration - Signal and Train Control

Both CN and EJ&E make good use of S&C technology to improve the safety of their operations, and have procedures and systems that allow qualified employees to respond quickly to reported S&C-related problems. CN would continue to ensure that this timely response capability is retained and that employees remain qualified.

As part of integration of its signal and train control activities, EJ&EW would immediately benefit from CN's resources and its involvement in several American Railway Engineering and Maintenance of Way Association (AREMA) committees and research initiatives. CN would also work towards the integration of EJ&EW's wayside detectors into its integrated network.

CN has no immediate plans for consolidation of territories such that signal maintainers of one railroad would be required to operate under another railroad's operating rules and track protection procedures. CN recognizes, however, that such consolidation could yield important efficiencies, and that it might be advisable to consolidate the territories at some future point. Should that occur, CN would take steps to ensure the safety of employees, including requiring affected employees to be fully trained and qualified on applicable operating rules, track protection, and other safety procedures for the territory.

As part of its integration planning, CN has reviewed the ability of EJ&E's Eastern and Western subdivisions, with combined CTC and ABS/Track Warrant Control to handle the projected increased traffic volumes. A Return Grid Capacity Analysis, which included consideration of track speeds and Metra traffic requirements as well as the location of sidings, diamonds and lift bridges, indicated that the line has the capacity to handle the additional projected traffic volume. The addition of key segments of double track (which will be CTC controlled) will provide improved capacity.

The Transaction would not affect current research and development or capital upgrade plans associated with signal and train control.

F. TRACK SAFETY STANDARDS AND BRIDGE INSPECTIONS

1. Track Safety Standards and Bridge Inspections at CN

Engineering safety at CN is ensured through the combination of company standards and guidelines, extensive training programs, and significant use of technology. CN also regularly invests significantly into upgrading its track and structures. CN safely operates its system in some of the world's most difficult climatic conditions and most challenging terrain. In addition,

CN works with others in the industry to improve safety through its involvement in various AAR and American Railway Engineering Maintenance of Way Association committees.

a. Bridges and Structures

As part of previous acquisition integration efforts, CN has applied its considerable expertise and technology in this area to all of its U.S. operations. Examples include the expansion of CN's acoustic emission testing program, laser clearance car, and state-of-the-art Bridge Testing System technology.

CN's Bridge Design and Rating Group has expertise in bridge management, design, testing, and load rating. CN recently updated Standard Practice Circulars dealing with inspection of steel, timber, concrete, and masonry bridges, and maintenance of timber bridges and bridge decks. CN's U.S. bridges are visually inspected by qualified employees annually. Detailed inspections occur at required intervals based on age and annual tonnage. Bridges are also rated at each detailed inspection showing changes in condition that would affect previous rated capacity.

To help manage its bridge inspection and maintenance program, CN has implemented a Bridge and Culvert Condition Reporting System providing a central data warehouse for all of CN's bridge and culvert condition data, consistent component and structure condition ranking, and improved sign off control for all inspection reports. This is augmented by a fully integrated Bridge Management System that provides a comprehensive asset management tool with access to all bridge information, including inventory, condition, rating, scheduling, and budgeting data. Two other important programs help further ensure the safety of CN's bridges. CN's Earthquake Screening and Rating System of Critical Bridges includes a post-earthquake response/inspection plan, under CN's Earthquake Notification System. CN's River Scour Hazard Assessment &

Reporting Process for bridges provides automatic flood notification allowing CN to protect train operations and ensure that bridges are inspected during and after significant flood events.

b. Track and Roadway

Inspections of CN track in the U.S. are mandated by FRA Railroad Track Safety Rules. In implementing prior rail acquisitions, CN has successfully integrated the track inspection programs of its U.S. railroads. CN's Engineering Track Standards contain inspection requirements and recommended methods for the entire CN system.

Other important initiatives aimed at ensuring the quality and safety of CN's track include:

- Track Evaluation Car is a state-of-the-art car that measures and records track conditions under dynamic wheel loading while traveling at normal freight speeds. It is programmed to handle both FRA and Canadian track requirements, and is used on all CN territory, including the U.S., where it was extended to IC, WC, DMIR and B&LE as part of CN's implementation of its acquisitions of those railroads, and operates at least twice per year on core lines. FRA's geometry cars are also used to test CN's tracks and to audit CN's inspection and maintenance programs if appropriate. To further expand its track testing capability, CN has added three hi-rail mounted track geometry test units for testing yards, spurs and branch lines and will be adding a second Track Evaluation Car in early 2008.

- Rail Flaw Detection Program is used on all CN territory. It involves advanced ultrasonic testing with information displayed visually to the operator on an onboard computer. Defects detected are immediately identified and reported to the Supervisor of Track who must initiate prompt corrective action. Testing is performed on all main lines. CN has also implemented a program involving increased winter testing as part of a winter safety plan, with positive results. CN also ultrasonically tests all plug rail.

- An extensive rail grinding program covering over 6,000 main line miles per year is designed to maintain desired optimal rail head profile for the best wheel/rail interface, and to control development of rail surface fatigue defects that can lead to premature failure. Grinding is performed by state-of-the-art machines.

- Rail Replacement Planning program based on analysis of wear, defect history, and accumulated tonnage.

- Weather Forecast Service provides CN with weather forecasts as well as location and time-specific notification of weather warnings, allowing for advance planning of activities and resources.

- Earthquake Notification System on all CN territory helps CN detect and react to earthquakes. Information immediately shows as an alarm on the dispatcher's console.

CN is currently implementing its Precision Engineering system. This will provide a consolidated information system permitting CN to better oversee maintenance activities and manage the execution of capital programs.

c. Training

Many CN training courses directed at engineering safety have been extended to IC, WC, DMIR and B&LE operations as part of previous implementations of rail acquisitions. Track employees in both Canada and the U.S. are trained on Track Inspection Standards, Movement Over Rail Breaks, and Continuous Welded Rail. The U.S. program, designed to comply with Track Safety Standards requirements, includes biennial retraining on Movement over Rail Breaks. U.S. employees are also trained on Roadway Worker Protection annually and Operating Rules biennially. Maintenance of way employees are also trained on hazmat general awareness/ familiarization, hazmat safety and security at three year intervals.

Depending on an employee's specific occupational requirements, additional training is provided in areas such as Fall Arrest Protection, Bridge Scaffolding, Confined Spaces, Track Train Dynamics, Thermite Welding, Rail Grinding, Water Management, Manganese Fumes, or Simplex (rail benders). CN's bridge inspectors receive a detailed four-day bridge inspection workshop every three years, and also receive training on bridge inspection and bridge Special Practice Circulars. CN also regularly audits bridge inspection practices and quality.

2. Track Safety Standards and Bridge Inspections at EJ&E

EJ&E has bridge and track safety and inspection programs that meet FRA requirements.

a. Bridges and Structures

EJ&E inspects and maintains bridges to industry and AREMA standards. Qualified EJ&E employees structurally inspect main line bridges annually and branch line bridges every other year, making a record of each inspection. External personnel from Transtar (registered engineers with railway bridge experience) also conduct joint inspections of bridges with EJ&E personnel each year. EJ&E bridges in most cases have been rated, most ratings related to design drawings. Several individual bridges with deficiencies have been re-rated. EJ&E conducts minor bridge design work and contracts out major design work to professional engineering consultants with railway bridge experience.

b. Track and Roadway

EJ&E conducts track inspections in conformance with FRA standards and requirements. It maintains main line trackage to at least FRA Class 4 requirements. It maintains the Illinois River Line Branch and Lake Front Line Branch to at least FRA Class 2 requirements. EJ&E's Whiting, Paul Ales, Hammond, and City Track branch lines and major yards in Joliet and Kirk Yard are maintained to at least FRA Class 1 requirements. Inspections are recorded on appropriate forms for main line, yards, sidings, and turnouts. Frequency of inspection is also recorded to ensure compliance with FRA standards.

Ultrasonic inspections for internal rail flaws are conducted by outside contractors two to three times per year on main lines and once a year on branch lines, major plant trackage, and major sidings. Rail grinding is ordinarily performed every other year, subject to availability of equipment.

Mechanized track geometry testing, including gauge restraint, is carried out twice annually by an outside contractor on all main and branch lines.

c. Training

EJ&E track inspectors are qualified on the basis of experience and OJT. EJ&E supplements track inspector and B&B bridge employee training with AREMA training sessions. Bridge inspectors are qualified on the basis of experience and formal education. As noted in the Training section of this SIP, all EJ&E bridge and track employees receive eight hours of training annually, covering roadway worker protection and various OSHA requirements. EJ&E Maintenance of Way has utilized a safety program to outline safety meetings, training, and safety initiatives.

3. Safety Integration – Track Safety Standards and Bridge Inspections

Both CN and EJ&E make good use of technology and employee training to ensure the safety of their plants and employees. Both have well-maintained facilities.

An initial review of the EJ&EW network and its Engineering safety programs has suggested a number of opportunities for CN to extend its significant resources and best practices to EJ&EW. For instance, EJ&EW would immediately be able to take advantage of CN's expertise in areas such as bridge design and testing for the combined system, as well as CN's specialized engineering equipment, *e.g.*, the laser clearance car, track evaluation cars, and bridge testing equipment. EJ&EW would also gain immediate access to CN's track maintenance expertise and resources.

CN would also be able to extend its earthquake detection system to EJ&EW and realize potential benefits associated with integration of track safety programs such as rail flaw detection and rail grinding.

A number of CN's engineering data systems could also benefit EJ&EW, including the rail flaw detection data system and the data system associated with CN's Track Evaluation car results. CN would include EJ&EW in its implementation of the Precision Engineering system. As

mentioned in the Training section of this SIP, CN would also extend to EJ&EW access to combined training resources, including courses and videos.

To address the projected increase in train traffic and overall tonnage on the EJ&EW arc, CN would work towards quickly implementing CN's Engineering standards and programs on this section of track.

Both CN and EJ&E have Roadway Worker Protection programs that meet their requirements and have been approved by FRA. Although these would initially remain separate, CN would work towards their consolidation in association with the integration of train dispatching activities.

CN has no immediate plans for consolidating track and roadway territories. CN recognizes, however, that such consolidations could provide for important efficiencies and that they might become advisable at some point in the future. Should this occur such that engineering employees of one section of the railroad are required to operate under the operating rules and track protection procedures of the other, CN would adopt measures to ensure safety, *e.g.*, affected employees would be fully trained and qualified on applicable operating rules, track protection, and other safety procedures for the territory.

G. HAZARDOUS MATERIALS

1. Transportation of Hazmat at CN

a. Organization

CN handles over 972,000 cars containing Dangerous Goods (hazmat) each year (loads and residues). To ensure safe handling and regulatory compliance on both sides of the border, CN has a System Director Dangerous Goods, System Manager Dangerous Goods, Coordinator Dangerous Goods, and two Senior Managers Dangerous Goods as well as 11 Dangerous Goods Officers in

the Regions. These specialists work very closely with all CN functions, customers, shippers, railway associations, and regulators to ensure the safe transportation of dangerous goods by rail. In addition, CN also has 48 Dangerous Goods Responders located across its system who are specially trained for emergency response (16 in the U.S., 32 in Canada).

b. Training

As chemicals make up a large portion of CN's U.S. traffic, hazmat training has a high priority, and is provided for all employees covered by DOT's Hazardous Materials Regulations, including train crews, dispatchers, engineering maintenance of way employees, mechanical employees, and waybill personnel. Training subjects include hazmat general awareness/familiarization, function-specific requirements, safety and security. Employees are tested on the subjects covered in the class. Retraining is done on a three-year cycle.

Specialized training and medical surveillance is given to "incident responders," based on OSHA regulations (29 CFR 1910.120) and National Fire Protection Association standards (NFPA 472). CN also provides key route, key train, and Security Plan training for all employees involved in transportation of hazmat.

As noted, CN is a member of AAR's Tank Car Committee and Bureau of Explosives Committee, as well as the Railway Association of Canada's Dangerous Goods Committee, and takes advantage of their annual specialized training programs for additional training as required. For instance, CN uses the AAR/BOE Hazardous Materials Seminar as refresher training for management employees who have already completed incident response training.

c. Routing Assessments

DOT has issued an Interim Final Rule[6] amending the Hazardous Materials Regulations to require rail carriers, among other things, to compile annual data on certain shipments of explosives, poisonous inhalation hazard ("PIH") materials, and radioactive materials, and to use that information to analyze safety and security risks along rail routes, assess alternative routings, and select the safest and most secure practicable routes for the specified hazardous materials. The rule requires railroads initially to compile data for movements of covered commodities during the period between July 1 and December 31, 2008, to complete that compilation by March 1, 2009, and to complete safety and security analyses of existing and alternate routes, and to select the safest, most secure routes for the covered commodities by September 1, 2009.

d. Audit and Inspection Programs

CN has a comprehensive Transportation of Dangerous Goods/Hazardous Materials compliance audit program. The audit program includes elements such as Canadian, U.S., and international hazmat regulations, company policies, and best management practices. Audits include review of documentation, placarding, switching and humping activities, marshaling, inspections, emergency response, and training. Through its implementation of its prior rail acquisitions, CN has successfully expanded the audit program to the railroad's various acquired entities.

Waybill and documentation audits, along with impromptu audits and spot checks, are also carried out by CN's Dangerous Goods Officers during the course of their duties. Inspectors from the AAR's Bureau of Explosives also inspect CN facilities to evaluate compliance with regulations, as do FRA hazardous materials inspectors, and state inspectors.

e. Emergency Response

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[6] Hazardous Materials: Enhancing Rail Transportation Safety and Security for Hazardous Materials Shipments; Railroad Safety Enforcement Procedures, 73 FR 20,752 (Apr. 16, 2008) (Interim Final Rule).

CN has a system-wide plan for handling all emergencies. The Emergency Response Plan (ERP) sets out the framework and identifies the procedures and responsibilities in place for safe and efficient emergency response to all accidents or incidents. This plan is based on the Incident Command System (ICS) methodology and is reviewed annually. CN response personnel are trained on the ERP and the ICS process. External responders also attend these training sessions. Local ERPs for individual yards and other facilities are tailored to the facility and identify roles and responsibilities, locations of supplies, access routes, emergency meeting points, civilian agency contacts, notification requirements, and methods for warning employees of emergency conditions. Drills and exercises are conducted at least annually to evaluate the effectiveness of each local plan.

CN's Rail Transportation Centers play an important role in the emergency response process. U.S. operations are handled out of CN's Homewood, IL, Troy, MI, and Stevens Point, WI, RTCs, which closely manage train movements and, in the event of an emergency, can quickly locate and transmit emergency information to the site, using advanced communication and computer systems. The RTCs also handle immediate notification to local emergency response agencies (police, fire, and emergency medical technicians), CN Dangerous Goods Officers, American Chemistry Council's affiliate CHEMTREC, and appropriate regulatory agencies.

An important recent addition to CN's Emergency Response capabilities is its contract with the Center for Toxicology and Environmental Health (CTEH), a U.S.-based consulting firm, which provides high quality emergency response and environmental services for releases of hazardous materials or other environmental contaminants. The contract includes toxicological, environmental, and human health consulting services, emergency preparedness and planning, on-site emergency meteorological monitoring, air modeling, and on-site air sampling and analysis

(using the Safer Star computer model) to support the decision-making by CN's on site personnel. CTEH also assists CN personnel in providing technical liaison with emergency response personnel, local health care providers, local community leaders, and federal, state, and local governmental and regulatory agencies.

f. Key Trains and Routes

In accordance with AAR's directive OT-55H recommending operating practices, CN has identified certain of its routes as Key Routes. These are reviewed annually and identified in the timetable. CN has also designated certain of its trains as Key Trains under OT-55H, and these designations are applied automatically by CN's Service Reliability Strategy (SRS) system to printed train lists to ensure train crew awareness of the possible need for any special measures. CN's Operating Instructions also require crews to be responsible for determining if Key Train status applies to their train. This includes reviewing the train if its consist has changed en route.

g. Hazmat Instructions

CN's U.S. Operations Operating Manual includes special hazmat instructions covering CN's entire U.S. operations.

h. Service Reliability y System

CN's SRS system is designed to support all aspects of hazmat shipment transportation and documentation. CN's Customer Service Center (CSC) uses SRS to prepare waybills from shipper bills of lading, which may be in the form of an electronic data interchange (EDI) document or a fax. If information is received by fax, CSC personnel enter it directly into computerized templates to prepare the waybill. Editing routines for waybill entries are used to ensure that data is entered in the required fields with the required coding. EDI data sets received from shippers

and connecting rail carriers are automatically transferred into the fields of a CN waybill. If an error is detected, the EDI data is referred to CSC's waybilling staff for manual correction.

SRS keeps a record of car inventory by track and train to provide the standing order listing of cars, and adds the required hazmat description from waybills. Train crews use these printed documents to switch cars to tracks for destination and to have a listing of shipments in their train. When each train list is initially generated, SRS checks for proper in-train placement of the hazmat shipments. If a condition appears to be contrary to regulatory requirements, a warning is given and corrective action implemented. Train lists also include automatically generated emergency response information for each hazmat in the train, available through an SRS inquiry. An interface also exists between the SRS train list program and CN's network of wayside Automatic Equipment Identification (AEI) readers, which scan tags affixed to each rail car to verify location of the equipment and provide a listing of the order of all cars in the train. This list is automatically compared to the SRS-generated list and, if the lists do not match, the data are sent to field support personnel for resolution and crew notification.

Train and track list information, waybills, and other shipping papers for hazmat shipments are readily available in SRS for dissemination to emergency responders. A communications link permits faxing or emailing from the SRS mainframe directly to the response agency. Information can also be produced for FRA inspection from any location with an SRS terminal (all yards, offices, etc.).

i. Operation Respond

Operation Respond is a non-profit organization aimed at improving information available to first responders (*e.g.*, police, fire, and rescue personnel) at hazmat and passenger train incidents. One of its primary goals is national distribution of the Operation Respond Emergency

Information System (OREIS) software that connects police and fire departments with the databases of railroads and motor carriers, so that first responders can quickly obtain accurate information on the cargo contents. CN actively participates in Operation Respond in the U.S. and Canada. As part of its involvement, CN has assisted in the purchase and set-up of OREIS software for a number of local emergency management agencies.

j. TransCAER

CN is active in the Transportation Community Awareness and Emergency Response (TransCAER) program, an information training program for communities through which dangerous goods are transported. CN participates with the chemical industry in information sessions for community leaders and responders regarding emergency procedures to be followed in incidents involving dangerous goods/hazmats. Over 100 presentations a year are conducted in Canada and the U.S. Training is conducted by CN employees and, in some cases, CN has paid for community responders to be trained at the AAR's Emergency Response Training center. CN also maintains a list of local Emergency Planning Committees along its system and assists in emergency response planning and exercises. As part of its community-training program, CN has set up a special "CN 911" hazmat training tank car.

k. Responder Education Assistance and Certification Training (REACT)

"REACT" is a new CN emergency response outreach program designed to enhance preparedness and foster partnerships with the response community. REACT is totally funded by CN and has three phases:

Phase I identifies and registers rural responders along the CN system to participate in online dangerous goods emergency response training. This training can be taken by the responder where most convenient, *e.g.*, at home, at the local library, or at the fire station training room.

Once training is begun the responder is able to stop and resume the program when convenient. CN has partnered with Channel Solutions to develop and deliver CN's online training program.

Phase II requires responders to assemble at a "Hub Site" for two days to participate in the hands-on portion of the training. Completion of this phase involves training to the Awareness and Operations Hazmat Responder Levels as defined in the National Fire Protection Association (NFPA) Standard 472, the world's only recognized hazmat competency standard. Responders can then seek certification from their applicable governmental authorities. CN's Dangerous Goods Group would coordinate with National Emergency Services Training, Inc., team for this phase and they would deliver the hands-on training jointly.

Phase III involves delivery of CN's Railroad Emergency Response course by a CN Dangerous Goods Officer at one of the previously mentioned Hub Sites. Course duration is two days.

l. Safe Handling Awards

Since its inception in 1992, CN's annual Safe Handling Awards Program has become a highly regarded hallmark of excellence among shippers of dangerous goods by rail. These awards to shippers help demonstrate the commitment to safety and environmental protection made by thousands of industry employees every day. Winners are chosen on the basis of non-accidental release prevention performance. CN is committed to working in close partnership with its customers continuously to improve hazmat handling. CN successfully extended the program to IC in 1999, WC in 2002, and DMIR and B&LE in 2004. In 2006, the 95 winners included 52 U.S.-based companies.

m. Responsible Care®

CN actively participates in the chemical industry's Responsible Care® program and has extended participation to IC, WC, and DMIR and B&LE as part of acquisition implementation. Through Responsible Care®, member and partner companies are committed to supporting a continuing effort to improve the industry's responsible management of chemicals, including community outreach and emergency response. CN became the first rail carrier to join the Responsible Care® initiative in Canada and has extended the ethics and guiding principles of Responsible Care® from the handling of chemicals to all aspects of CN's operations. In 2001 CN completed the successful third-party Responsible Care-in-Place verification with the Canadian Chemical Producers Association (CCPA). In 2005, a Responsible Care re-verification was completed with success with the CCPA, including a third-party Corporate Responsible Care Management System Audit with the American Chemistry Council (ACC). CN is currently preparing for a Responsible Care® field audit in the U.S. with the ACC.

2. Transportation of Hazmat at EJ&E

EJ&E ensures that the necessary instructions, training, and emergency planning are in place to handle its relatively limited amount of hazmat traffic.

EJ&E has developed an Emergency Action Plan for a hazmat release, containing Hazardous Emergency Response procedures. The Plan details roles and responsibilities in the event of a hazmat incident and contains detailed information for Initial Response, Sustained Actions, Termination, and Follow-up Actions. It has been distributed to Operations Managers at Kirk Yard, Whiting Yard, and Joliet Yard. All maintenance departments as well as the Train Dispatcher's office in Joliet have current copies of the Plan.

Under the Plan, employees, including those on trains, who learn of a hazmat release shall immediately notify the Dispatcher, who will then notify the Operations Supervisor on duty or the Area Supervisor. The Train Dispatcher's office becomes the initial communication center between all involved personnel and will notify emergency response team members. The railroad's Operations Managers are EJ&E's Emergency Response Coordinators and act in an initial leadership role unless fire, police, or Federal agencies assume the role of first responders.

EJ&E uses its Railcar Management System for handling hazardous car documents and movements. Hazardous shipment waybills are electronically transmitted with connecting carriers. Electronically received hazardous shipment waybills are printed and inspected for errors in identification of Standard Transportation Commodity Code (STCC) or car type (tank or hopper). EJ&E personnel are responsible for all hazmat paperwork processing and maintaining current car status. Conductors, at all locations, receive hazmat paperwork for hazardous car movements.

Once every three years all hazmat employees receive hazmat training consisting of lectures and open discussion in a classroom environment using resources in EJ&E's Operating Rule Book, the Code of Federal Regulations, and EJ&E's Emergency Action Plan.

3. Safety Integration – Transportation of Hazmat

With hazmat traffic making up an important part of its business, CN has developed a number of excellent programs to better ensure safety in this area. These programs directly address the potential hazmat-related concerns that FRA has raised concerning rail control transactions, such as inspections, communications, emergency response, and IT systems.

Although hazmat is not a major part of its traffic, EJ&E has appropriate hazmat programs in place. CN has reviewed them and identified a number of elements of CN's hazmat programs that could be expanded to EJ&EW operations, including CN's successful hazmat audit programs

and its Safe Handling Awards program. EJ&EW would also be brought under CN's Responsible Care® partnership, and would gain immediate access to CN's Railroad Emergency Response training and contract resources. In assessing the practicality alternative routes for certain explosives, toxic by inhalation hazardous materials ("TIH"), and radioactive materials, as required by DOT's Interim Final Rule of April 16, 2008 (which amended the Hazardous Materials Regulations) and in making routing decisions for those commodities, CN would take into account the availability of single-line service that would include EJ&EW's lines.

Expansion of CN's hazmat-related programs and practices to EJ&EW would ensure that the combined system is well situated to address potential concerns such as field inspection, hazmat communications standards, emergency response procedures, and information systems/personnel involved in transmitting and receiving hazmat information. Key aspects of this plan include CN's extensive audit program and the extension of CN's SRS information system. To address the projected increase in hazmat shipments over the EJ&EW arc, CN would work to quickly implement these important programs.

CN has successfully expanded SRS and other aspects of its hazmat safety program to railroads acquired in other transactions, and would use the same process and ensure the same high level of employee training and monitoring here. Throughout, CN would concentrate on ensuring the quality of its information technology and hazmat documentation, and would establish contingency plans to address unexpected problems.

Until this expansion is complete, EJ&EW would continue to use its existing hazmat programs while taking advantage of CN's resources and expertise in the transportation of hazmat. CN would also ensure that communications and response plans are in place to respond immediately to any incidents that might arise.

H. DISPATCHING OPERATIONS

1. Dispatching at CN

Trains. Management and dispatching of trains across CN is currently done from dispatching centers in Troy, MI, Stevens Point, WI, and Homewood, IL, in the United States and in Montreal, Toronto, and Edmonton in Canada. These are linked closely with CN's Network Operations Center in Edmonton. CN's train dispatchers (also known as rail traffic controllers (RTCs)) manage traffic over both signaled (CTC and ABS) and non-signaled territories. They are supported by a variety of different control systems, including CTC, CN's Computer Assisted Manual Block System (used for the Canadian non-signaled territory), and track warrant operation (on ABS and non-signaled territory in the U.S. portion of the Southern region).

CN has upgraded its dispatching system on all of its U.S. lines to a common platform, utilizing a DigiCon Control System, implemented in the U.S. dispatching centers in early 2003. As part of previous acquisition implementation, CN's General Bulletin Order system has been expanded to all U.S. operations.

CN provides RTCs with detailed training and instructional manuals for each type of dispatching system used. CN utilizes territory-specific special instructions included in personal Rail Traffic Control Manuals in Canada, and Train Dispatcher's/Control Operators Manuals in the U.S.

Crews. Crew calling and timekeeping for CN's U.S. operations are conducted in facilities in Homewood, IL, Troy, MI, Stevens Point, WI, Proctor, MN, and Greenville, PA. As part of previous rail acquisition implementation activities, CN has completed the successful consolidation of all of its U.S. crew management records into CN's CATS System, which assists in the management of train crew hours of service.

2. Dispatching at EJ&E

Trains. EJ&E train dispatching operations are located at Joliet, IL. The office is the responsibility of the Director Transportation-Joliet & Road. A Chief Train Dispatcher, four Assistant Chief Train Dispatchers and ten Train Dispatchers comprise the staff for this office. All members of the staff are management employees.

Two train dispatchers (Eastern and Western Subdivisions) and the Chief Train Dispatcher (for first turn) or an Assistant Chief Train Dispatcher (for second and third turns) staff the office Monday through Friday. Depending on staff availability, an Assistant Chief and one train dispatcher (responsible for both the Eastern and Western Subdivisions) may staff the office on selected turns on weekends.

Train Dispatchers control approximately 47 miles of CTC territory and 88 miles of Track Warrant Control territory, of which approximately 66 miles is ABS territory. They control four interlocked railroad crossings at grade and one moveable lift bridge. Dispatchers have been trained in-house, with on-the-job training occurring with qualified dispatchers on both desks. Train Dispatchers remain acquainted with their territories by participating in hi-rail trips and train rides. They are subject to proficiency testing by the Director Operations-Joliet & Road, the Chief Train Dispatcher, and the Train Rules Examiner.

In 2000, EJ&E installed an integrated dispatch office system purchased from Alstom, including many features to increase dispatcher safety and efficiency. "Point and click" operations are used to issue Track Warrant and Track & Time/Foul Time authorities to trains and Maintenance of Way employees. The system features fully integrated CTC, Track & Time, Track Warrant Control, and Track Bulletins. The office employs standard manual input paper train sheets.

Crews. EJ&E crew management is located at Kirk Yard in Gary, IN. Three management employees supervise three daily turns of Crew Callers, who call to work all locomotive engineers, road conductors, and brakemen. They also supervise three turns daily of the Kirk Yard Book Yardmaster, who calls to work all switchmen and yardmasters. The Crew Callers and Book Yardmasters employ a computer-aided calling system that was created and is maintained in-house. The three management employees also supervise car control clerks working with the Railcar Management, Inc., system, as well as yard clerks. Extra board employees are available to fill both the Crew Caller and Book Yardmaster positions in case of vacancies.

3. Safety Integration – Dispatching

Although both train and crew dispatching operations would initially remain separate for CN and EJ&EW, CN expects to integrate EJ&EW's crew management and train dispatching systems into its Regional Operations Center in Homewood as soon as reasonably possible after consummation of the Transaction.

Specific plans have not yet been developed for this consolidation. However, CN would ensure that the consolidation is carried out carefully, and that all training and familiarization as to both operating rules/procedures and systems is completed prior to the commencement of operations in the new location. CN would review workload prior to any decision pertaining to the consolidation of operations. It is noted that CN's new train dispatching systems provide increased flexibility that would assist in this regard.

CN would also review the timing of the consolidation and the required training in association with a number of related issues, including the extension of the CN USOR to EJ&EW. CN would keep FRA updated on the progress of this initiative throughout the implementation phase.

The Transaction would not result in any additional U.S. territory being dispatched from Canada.

I. HIGHWAY-RAIL GRADE CROSSING SYSTEMS

1. Grade Crossing Safety at CN

Grade crossing safety is a major part of CN's safety program on both sides of the border. CN's grade crossing safety program focuses on the traditional "3 E's" of Education, Engineering, and Enforcement, with emphasis also on regulatory change. CN believes that due in large part to its various safety initiatives and programs the number of crossing accidents on its U.S. lines has fallen by over 30% since 1998, during which period CN engaged in several rail acquisition transactions.

CN is very active in the Operation Lifesaver, Inc., program. Over 150 employees have become certified Operation Lifesaver trainers, putting on some 1,000 presentations each year to schools and other community organizations, to driver education classes, and to school bus and other professional drivers. CN participates in Operation Lifesaver state committees in every state where it operates, and in Operation Lifesaver booths at state and local fairs, railroad shows, community and civic events, as well as state and national Operation Lifesaver Day festivities. As part of its "All Aboard for Safety" initiative, CN also participates in Safe Crossing Week each year. This program is designed to help elementary school children learn about railroad crossing safety. This program also gives CN employees the opportunity to visit their child's or young relative's class, scout troop, or sports team to talk about crossing safety. CN operates a number of annual special Operation Lifesaver Santa trains in the U.S. to ensure that the crossing safety message is conveyed during the holiday season. It has also produced crossing and trespass safety videos for a variety of audiences.

All crossing accidents are recorded and reported to FRA as required by regulation. Details on all crossing accidents in Canada and the U.S. are captured in CN's SAP computer system and are analyzed to identify trends. A "Near Crash" program allows for reporting and follow-up investigation of close calls at crossings.

Enforcement activities include both the Officer/Trooper and the Judge-on-a-Train programs (in which police officers and judges are invited to ride in a train's locomotive and experience crossing and trespassing situations first hand), blitzes with local police authorities, and information sessions for local police forces and the judiciary. CN conducts highway-rail grade crossing collision investigation training courses for law enforcement personnel. CN regularly discusses crossing safety with states and other highway authorities, ensuring the partnership required to further crossing safety.

CN has added prominently posted 1-800 emergency location numbers to all public crossings in Canada and the U.S., allowing the public to contact it quickly with information on emergency situations or signal crossing problems 24 hours per day. CN has also greatly expanded the number of its crossing systems equipped with constant warning detection, employs widespread use of 24-hour electronic crossing monitors, and has installed signal lights using LED technology. CN has special contact information for operators of wide or heavy vehicles on its web site.

CN's U.S. operations have successfully used U.S. programs to eliminate crossings. CN works with all state transportation agencies along its U.S. lines on grade crossings identified as needing improvement and on "corridor improvement" initiatives designed to close or consolidate crossings. CN regularly updates railroad information in the DOT grade crossing inventory.

CN Police's Communication Center in Montreal has computerized information that allows assist-respond calls to CN's 1-800 emergency number, posted at every CN public crossing in Canada and the U.S., by quickly identifying any location on the system and dispatching necessary internal or external responders.

2. Grade Crossing Safety at EJ&E

Grade crossing accidents have been relatively infrequent on EJ&E. Nonetheless, the railroad has a number of important programs and practices in this area.

EJ&E has 175 at-grade public crossings equipped with active warning systems, with most equipped with gates, flashing lights, and bells at a minimum. Many also feature constant warning detection and LED signal technology. All active crossings located within Illinois and most of the active locations in Indiana have a remote monitoring system that alerts the dispatching office concerning equipment failures, allowing for maintenance personnel to be dispatched.

EJ&E works closely with the Illinois and Indiana Departments of Transportation, the Illinois and Indiana Commerce Commissions, the FRA, county and city agencies, and individuals to improve grade crossing safety. A 1-800 emergency number is prominently displayed at all signaled grade crossings. As required by FRA rules, all local law enforcement agencies have provided EJ&E with non-emergency telephone numbers so they can be notified should a crossing warning system malfunction. EJ&E's web site contains special contact information for operators of high/wide loads.

In the event of an accident, emergency response is coordinated through EJ&E's Train Dispatcher. All crossing accidents are recorded and reported to FRA as required by regulation.

3. Safety Integration – Grade Crossing Safety

A review of the grade crossing safety programs and practices on CN and EJ&EW indicate a number of best practice elements from which the combined system could benefit. These include research initiatives/crossing closure/consolidation programs; integrated crossing accidents database; and various enforcement and education programs, especially CN's significant Operation Lifesaver resources.

As noted in the Application, the shifting of traffic from the current downtown Chicago CN routes onto the EJ&EW arc would result in changes in traffic volumes on a number of these subdivisions. These proposed changes should significantly reduce congestion on CN, IHB, and BRC lines that cut through densely populated neighborhoods in and around Chicago. As can be seen in traffic volume tables in Appendix C (Attachments A.1 and .2 to the Operating Plan), the number of trains operating on these lines would decrease by as much as 20 trains per day. The proposed changes would also advance the similar objectives of Project CREATE[7] and make it possible for the City of Chicago to realize its goals with respect to the St. Charles Air Line more quickly than under CREATE's uncertain Central Corridor scenario. Eliminating the need to construct the Central Corridor would also lessen community disruption and dislocation in Chicago's core. Such reductions not only should permit more efficient operation of trains, but for those portions of the lines with crossings at grade may also reduce the occasion for accidents.

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[7] The Chicago Region Environmental and Transportation Efficiency Program (CREATE) is a partnership between the State of Illinois, the City of Chicago, and the freight railroads operating in Chicago to increase the efficiency of the region's rail infrastructure and improve the quality of life of its residents. The program's goals are to: reduce rail and highway congestion, improve passenger rail service, enhance public safety, promote economic development, create jobs, improve air quality, and reduce noise from idling or slow-moving trains.

CREATE was originally envisioned as an approximately $1.5 billion public/private infrastructure initiative, with funding coming from the federal government, the State of Illinois, the City of Chicago, and the railroads. Congress provided significantly lower funding in 2005 in the SAFETEA-LU legislation than advocated by CREATE's proponents. The funding provided is sufficient for only a partial implementation of CREATE in upcoming years, and, with continued funding uncertainties, left realization of the remainder of the Project in question – including the construction of a new CN Central Corridor route through Chicago. As envisioned in CREATE, the costly Central Corridor route (running from the connection between NS and CN near 75th Street through downtown Chicago to a

The proposed changes would, however, increase traffic on the EJ&EW arc. As indicated in the tables in Appendix C, once the identified new track and connections have been added, the portion of the EJ&EW Western and Eastern Subdivisions between Leithton, IL and Gary, IN, would experience increases on the order of 13-22 trains per day.

In assessing the effects of this projected increase on crossing safety, CN has reviewed the crossings on this 102-mile segment of track. CN has also reviewed the accident history of these crossings.

Appendix D contains a list of the crossings on the sections of track which would see increased train volumes. In total there are 101 public crossings as well as 19 private crossings and 5 pedestrian/bike path crossings.

CN notes that the public crossings on these sections of the EJ&EW track are already very well "protected" with automated warning systems. All except eight of the 101 crossings have warning systems that include flashing lights and gates. Of those eight, four have automatic warning systems with flashing lights in place. Two of these, Renwick Road at mile 7.61 of the Western Subdivision and Essington Road at mile 6.87 of the Western Subdivision were upgraded by EJ&E with the addition of gates in the first half of 2008. The remaining two crossings with flashing lights without gates have traffic volumes of less than 800 vehicles per day. Also, as noted in the description of EJ&E crossing technology, many of these signaled crossings also feature crossing monitors and LED signals. Only four relatively low-use crossings (with traffic volumes of less than 800 vehicles per day) have only crossbucks.

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connection with CN's Waukesha Subdivision near Schiller Park) would permit CN to discontinue use of the St. Charles Air Line and eventually allow for the City's acquisition and development of the properties for other uses.

As a result, CN is confident that the increased train traffic would not result in crossing safety problems. In any event, crossing issues are also the subject of a more detailed analysis being conducted by SEA as part of the EIS process.

CN's review of the crossing accident history on EJ&E also supports this view. The largest number of crossing accidents on EJ&E over the past five years have occurred at private crossings inside U.S. Steel's Gary Works facility. These crossings would become part of Gary Railway and would not otherwise be affected by the Transaction. Two other crossings have had three accidents in the past five years: Mound Road, on the Illinois River branch, which would not experience changes in train traffic levels, and Woodruff Road, on the Western Subdivision, which would experience a projected increase of 27 trains per day. CN has reviewed the Woodruff Road crossing and notes that it has an automatic warning system which includes gates. It also has proper signage in place to warn crossing users of the presence of a railway crossing as well as signage advising road users of the option of diverting to the underpass at Charlesworth Avenue should the crossing be occupied. CN and EJ&E are not aware of any issues identified by FRA or state agencies at this location, and CN's review has identified no specific safety deficiencies at this crossing.

Although CN is confident that the traffic increases can be safely handled by the EJ&EW crossings, CN would ensure that the Illinois Commerce Commission (ICC) and the Indiana State Department of Transportation (INDOT) are aware of the projected traffic level changes where roadways cross CN or EJ&EW lines and would consult with them so that they can take the changes in traffic levels at affected crossings into account in reviewing the adequacy of existing grade crossing protection. This communication has already commenced, with CN having met with ICC on December 10, 2007.

CN would also concentrate its Operation Lifesaver and other education and enforcement resources on this section of track prior to and in the months following the increases. Particular emphasis would be placed on enforcement and education activities at the Woodruff Road crossing. CN would also ensure that the 1-800 information at the crossings on the EJ&EW system remain current.

The construction of the six new connecting tracks is not expected to create any new grade crossings. One existing crossing on the Matteson connection would be moved approximately 10 feet. Illinois Commerce Commission approval would be obtained for this work. Similarly, the planned addition of 19 miles of double track would add a second track at 24 public crossings. All except one of these locations already have gates in place. The exception, 116th Ave. at mile 11.49 of the Eastern Subdivision, has a warning system consisting of flashing lights and bell. CN would upgrade this crossing by adding a gate to the warning system prior to the projected increase in traffic.

A detailed environmental impact statement, including a review of the possible disruption at crossings associated with the proposed changes, will be prepared by STB's Section of Environmental Analysis (SEA). CN is of the view that the environmental effects of the EJ&EW Transaction would benefit the greater Chicago metropolitan area, and that the re-routing of its trains from Chicago's inner core to the more rural and less populated outskirts of Chicago would reduce the total environmental impact of CN and EJ&EW in the region. CN also expects that more efficient movement of its trains will improve fluidity and lead to fewer interruptions and less interference with vehicular traffic in the urban core. Furthermore, with the combination of the improvements due to the construction of the new connecting tracks and double track/siding extensions, as well as CN having direct control over the line and yards, CN is confident that the

increased traffic can be handled without creating new congestion problems. Similarly, CN does not anticipate any capacity issues at Kirk Yard.

To ensure a full and proper dialogue with affected parties, CN is already engaged in preliminary discussions with communities that would see increased rail traffic as a result of the Transaction, and would work with them to jointly find ways of addressing specific concerns.

J. PERSONNEL STAFFING

CN estimates that the EJ&E Transaction would result in the elimination of 114 positions. It anticipates that most of these impacts could be accommodated through normal attrition during the implementation period. CN's continuing need for experienced, skilled railroaders at its neighboring Chicago area operations makes it highly likely that most of the affected employees would have the opportunity to fill other positions opening up elsewhere in CN's Chicago operations. CN would work with the respective collective bargaining units to attempt to secure labor implementing agreements that would provide for the flexibility to fully employ any potentially adversely affected employee.

The Transaction would generate efficiency gains that would likely affect employment levels in three primary areas.

First, as shown in the Labor Impact Exhibit set forth as Appendix B, the largest anticipated impact is in the area of general and administrative (G & A) positions. CN intends to streamline duplicative administrative activities. This would primarily affect EJ&E's management and clerical ranks in Joliet, IL, and Gary, IN. CN support departments would instead provide these administrative services. With appropriate labor implementing agreements, and with CN's ongoing need for experienced employees in the Chicago area, employees are expected to have the opportunity to follow this work.

Second, the CN/EJ&EW Transaction would permit significant improvements in equipment utilization, work processes, and maintenance activities. As newer railcars and locomotives are integrated into the fleet of the combined system, maintenance workloads would drop. In addition, CN has specialized facilities that could handle some of the tasks that today are necessarily handled on EJ&E because it is a stand-alone operation that has no contiguous rail affiliates and therefore must be essentially self-reliant. In addition, improved engineering processes and increased mechanization would boost the productivity of EJ&EW's track and signal forces.

Finally, in the transportation area, dispatching and crew calling offices serving EJ&EW would be relocated to CN's offices in Homewood, IL, once systems have been put in place to ensure the proper coordination of train movements across the affected lines. As in the case of general and administrative employees, given CN's continuing need for experienced employees in the Chicago area, appropriate labor implementing agreements would provide employees with the opportunity to follow this work. In all cases, CN would first attempt to make any necessary reductions through attrition. Where work opportunities require relocation of employees represented by labor organizations, CN would seek implementing agreements with those organizations to allow the efficient use of experienced employees where job opportunities exist. In previous transactions, CN has established a strong track record of reaching voluntary implementing agreements with labor organizations, with due regard to seniority interests, and it sees no reason to expect any different outcome with the CN/EJ&EW Transaction.

CN also has an ongoing need for knowledgeable railroad managers, and EJ&E has a rich talent base. EJ&EW management employees whose local positions are eliminated as a result of the Transaction would be offered job opportunities elsewhere in the CN system with

compensation and benefits packages comparable to those available to CN's U.S.-based managers. If a new CN assignment should require relocation of a management person, CN would move the employee in accordance with the then-current CN management relocation plan.

The projected changes in staffing levels represent CN's best estimate, based on information presently available, of the changes necessary to secure the public transportation benefits and the efficiencies of the Transaction. However, additional changes may be identified in carrying out the approved Transaction, as circumstances change, opportunities open elsewhere on the CN system, traffic and shipping patterns evolve, and CN acquires experience in operating the combined system.

K. CAPITAL INVESTMENT

To provide for the safety and productivity of its operations CN regularly reinvests a significant percentage of its revenue on capital expenditures that is among the highest for Class I railroads. Although the railroad's 2008 capital plans have not been finalized as of the preparation of this document, this commitment to reinvesting in safety would continue.

As previously noted, CN also plans to invest $100 million for infrastructure enhancements and new capacity on EJ&EW lines and on connections of those lines with CN's existing lines and the lines of other Class I carriers. Improved connecting tracks at six locations on EJ&EW (Munger, Joliet, Matteson, Griffith, Ivanhoe, and Kirk Yard) would provide CN with the ability to route its trains most efficiently over the EJ&EW arc instead of through the City of Chicago and the St. Charles Air Line and also to use that arc to interchange more efficiently with other carriers.

In addition to these connections, to ensure that adequate mainline capacity exists on EJ&EW to handle CN train flows diverted from City of Chicago routes, and to protect both

existing EJ&E and trackage/haulage train movements and the needs of rail customers, CN plans to extend sidings and reinstall a second main track along 19 miles of EJ&EW lines.

Other than these specific investments, the Transaction is not otherwise expected to affect CN's capital investment plans for 2008 and beyond. EJ&E has relatively modest plans for continuing investment in plant and equipment upgrades. After consummation, CN would carefully review such investment plans in the context of broader integrated system requirements.

L. INFORMATION SYSTEMS

1. Information Systems at CN

CN extensively uses computerized information systems to manage train operations. CN's Information Technology group oversees the design, development, and maintenance of all CN information systems. CN has successfully completed the extension of these key information systems to IC, WC, and DMIR and B&LE as part of previous acquisition integrations.

CN manages the overall operation of its trains by using SRS, whose sophisticated capabilities support waybilling, car and train scheduling, and tracking. This integrated system allows employees at any location to use the same information to build trains, manage traffic, and measure performance. SRS has a number of safety features, including train weight and length capacity edits, overload checks, hazmat marshalling and hump checks, dimensional checks for handling and marshalling, and a speed restriction table linked to waybill, train makeup, and marshalling. After a major planning and training program, CN successfully extended SRS to IC in 2000, to WC in 2003, and to DMIR and B&LE in 2005.

CN's CATS, used for the management of train crews, was also successfully extended to each of these acquired railroads.

As noted in the Train Dispatching section of this SIP, CN has recently and successfully completed upgrading its dispatching system on all of its U.S. lines to a common platform, using a DigiCon Control System. Other information systems are described in other sections of this SIP.

As a result of heightened security concerns in the past few years, CN has focused intensely on its disaster recovery and system security capabilities. It has established a detailed plan and the necessary capabilities, and conducts annual disaster recovery simulations to ensure that its capabilities remain up to date.

2. Information Systems at EJ&E

EJ&E uses a Railcar Management, Inc., system to manage rail operations. This system provides information on car and train origin, destination, and most recent locations, with tonnage profiles, car information, and the necessary hazmat waybill and response information. EJ&E has established Disaster Recovery plans in association with Railcar Management, Inc.

As noted in the Train Dispatching section of this SIP, EJ&E dispatching is handled using an Alstom train dispatch system.

3. Safety Integration – Information Systems

CN and EJ&E have already started reviewing the individual railroad information systems and are confident that they would safely and efficiently support the combined rail system following implementation of the Transaction.

The information systems used by EJ&E, although less extensive than CN's SRS, meet EJ&E's requirements. EJ&E is a much smaller operation than CN, handling a relatively small amount of traffic between a limited number of origins and destinations, and does not require complex, specialized computer applications for planning and tracking. CN plans to extend SRS to EJ&EW as expeditiously as possible within the first 12 months after the Transaction's closing

date. CN has experience in such an initiative, having successfully expanded SRS after the larger CN/IC, CN/WC, and CN/GLT transactions. As with those transactions, CN would provide affected EJ&EW personnel training, including field testing, and allow them to become familiar with SRS prior to full cutover.

Absent consolidation, existing systems would be linked through electronic data interface using enhanced protocols that would support efficient single-line-like service. As noted in the Dispatching section of this SIP, the railroads would also assess the possibility of consolidating crew management information using CN's CATS system.

Although EJ&E has disaster recovery plans for its key information systems, CN would work towards integration of EJ&EW into CN's recovery plan and include it in the annual test simulations.

Section 4

Implementation of Safety Integration Plan

As required by the FRA regulations, CN has developed a SIP Accountabilities implementation plan (SIPA) which sets out how it would carry out the initiatives described in this document and the resources to be assigned to each initiative (Appendix E). The plan is based on the SIPA documents that were successfully used to monitor acquisition implementation in the CN/IC, CN/WC, and CN/GLT transactions. As with those SIPAs, CN expects that the plan would be dynamic, changing with experience and as decisions are made. CN would again provide FRA with regular updates of the SIPA.

CN's Jerry Peck, General Manager - Chicago Division, would bear direct responsibility for seeing that the Transaction is safely implemented in accordance with the SIP, supported by executive and senior management of CN and EJ&EW. If in doubt about any particular issue, CN would maintain the status quo (with proper procedures) until assured that implementation could take place with no adverse safety consequences. CN's recent experience with the successful implementation of the CN/IC, CN/WC, and CN/GLT transactions provides important guidance in how best to consolidate programs and build on each of the combining railroads' strengths.

CN would work closely with FRA throughout and welcomes FRA's comments.

APPENDIX A

Copy of CN's Catalog of Training Programs

Group	Subject	CGroup	Coruse Code	CourseTitle	Description
Automotive	Driver	Technical	02997ECRS	National Safety Code (NSC - Canada) Module 1 - Overview	This course is designed to provide employees driving commercial vehicles with an overview of the National Safety Code and how it impacts CN drivers and driver supervisors.
Automotive	Driver	Technical	02997EV02	National Safety Code (NSC - Canada) Module 3 - Daily Vehicle Trip Inspection Reports	This course module is designed to ensure employees understand legislative, NSC and CN requirements for completing a daily trip inspection on all commercial vehicle units, and that when drivers discover defects on their vehicles before, during, and after
Automotive	Driver	Technical	02997EV01	National Safety Code (NSC - Canada) Module 2 - Hours of Service Regulations (2007)	This course is designed to instruct employees on the revised January 2007 Commercial Vehicle Drivers Hours of Service Regulations for Canada. There are several major changes to the Hours of Service regulations. Changes impact how long a driver can drive
Automotive	Driver	Technical	02997EV03	National Safety Code (NSC - Canada) Module 4 - Cargo Securement	This course module is designed to ensure employees understand the basic principles of cargo securement for Canada, and how to apply these principles to common cargo securement needs in CN.
Automotive	Forklift	Technical	00004EV02	Forklift Truck Operator (US) Refresher	The course will review the proper operation requirements in accordance with OSHA and FRA regulations.
Automotive	Forklift	Technical	00004ECRS	Forklift Truck Operator Training	This course includes the following topics: - Policies - Canada Labour Code Part II - Helpful hints - General safety rules - Operator daily checklist - Professional operator DO's and DON'T's - Maintaining control
Automotive	Driver	Technical	01838ECRS	Driver Attitude	Delivered by A/T services, external consultants Delivery in the Pacific Division
Automotive	Driver	Technical	02607ECRS	US Federal Motor Carrier Safety Regulations	Overview of US Department of Transport (DOT) Federal Motor Carrier Safety Regulations. The training will be presented in an open interactive forum allowing questions. Typically delivered by J. J. Keller Safety Consultants at US locations.
Automotive	Driver	Technical	00308ED01	Driver Training - Evaluations	
Automotive	Driver	Technical	00302ED01	Driver Training Evaluation - Road Test	Covers all driver classes in all provinces on all types of equipment. Do not use for awarding provincial driver classification. Usually 2 to 8 hours duration.
Automotive	Forklift	Technical	00004EV01	Forklift Truck Operator Training - OJT	
Automotive	All Terrain Vehicle	Technical	00212ECRS	All Terrain Vehicules (ATV)	This course covers all provincial and federal requirements, practical and theory instruction on safe all-terrain vehicle use. Course topics include: -Operation -Safety requirements
Automotive	Driver	Technical	00876ECRS	Defensive Driving (DDC)	This Defensive Driving Course includes the following topics: -Defensive Driving, principles and foundations -Avoiding collisions with the driver ahead and the driver behing -Avoiding collisions while passing, being passed, and the oncoming vehicle -Av
Automotive	Driver	Technical	00299ECRS	Professional Driver Improvement Course (PDIC)	This Professional Driver Improvement Course includes the following topics: - Positive approach - Space invaders - Close encounters - Safe passing - Some other types of collisions - Mystery crash-prevention, the professional way **Note: Defensive D
Automotive	Driver	Technical	00308EV01	Driver Training - Air Brakes	
Automotive	Driver	Technical	00302ECRS	Driver Training	The goal of this course is to train employees on safe operation for all class requirements, and to prepare employees to obtain provincial permits. (Course duration varies) Note: In some provinces CN instructors have provincial certification to qualif
Dangerous Goods	WHMIS	Safety	03003ECRS	WHMIS Web Based Training	The goal of WHMIS web based training is to ensure employees know how to: identify hazardous material covered under the legislation; apply the information contained in the manufacturers' labels; locate the proper MSDS sheets to identify critical informatio
Dangerous Goods	Alertness	Safety	01139ECRS	Responsible Care	The course goal is to provide trainees with information on the aspects of Responsible Care ®. At the end of this course, trainees will be able to state the following: - the ethics of responsible care - the fact it is an ongoing commitment - the six co
Dangerous Goods	General	Safety	01732EV01	Dangerous Goods Documentation - Module 1	The goal of this course is to recertify employees in the Transportation of Dangerous Goods regulations. In particular this course will cover documentation requirements, accuracy, and acceptability. Trainees will also learn to recognize alternate documents
Dangerous Goods	General	Safety	01732EV02	Dangerous Goods Documentation - Module 2	The goal of this course is to recertify employees in the Transportation of Dangerous Goods regulations. In particular this course will cover documentation requirements, accuracy, and acceptability. Trainees will also learn to recognize alternate document
Dangerous Goods	General	Safety	01732EV03	Dangerous Goods Documentation - Module 3	The goal of this course is to recertify employees in the Transportation of Dangerous Goods regulations. In particular this course will cover documentation requirements, accuracy, and acceptability. Trainees will also learn to recognize alternate document
Dangerous Goods	General	Safety	01732EV04	Dangerous Goods Documentation - Module 4	The goal of this course is to recertify employees in the Transportation of Dangerous Goods regulations. In particular this course will cover documentation requirements, accuracy, and acceptability. Trainees will also learn to recognize alternate document
Dangerous Goods	Transportation of Dangerous Goods	Safety	01904ECRS	Rail Security Awareness	Training includes company security objectives, specific security procedures, employee responsibilities, actions to take in the event of a security breach, and the organizational security structure. This certifies that employees who successfully c
Dangerous Goods	Transportation of Dangerous Goods	Safety	01963ECRS	Security Management Plan Familiarization	In-depth presentation of the Security Management Plan – U.S. Operations, detailing various components of the Plan, craft specific security action items required, along with the current Alert Levels approved and adopted by the Association of American Railr

Group	Subject	CGroup	Coruse Code	CourseTitle	Description
Dangerous Goods	WHMIS	Safety	00132ECRS	WHMIS (Work place Hazardous Materials Information System)	The goal of WHMIS training is to ensure employees know how to: -identify hazardous material covered under the legislation -apply the information contained in the manufacturer's labels -locate the proper MSDS sheets to identify crit
Dangerous Goods	Intervention/Spill	Safety	00748ECRS	Environmental Incident/Spill Response Training	This is a revision of the old Environmental Incident reporting with an additional component for spill response. The session will be offered as a refresher for reporting, introduce CN new environmental incident reporting telephone number, will outline the
Dangerous Goods	Transportation of Dangerous Goods	Safety	00897ECRS	Intermodal - Hazardous Materials	The goal of this course is to become familiar with the regulations governing the transportation of hazardous materials in the USA -describe proper documentation requirements -describe placarding requirements -describe reporting procedures for a spill
Dangerous Goods	Intervention/Spill	Safety	02977ECRS	Emergency Response Plan Awareness	Emergency Response Plan Awareness explains the framework and procedures in place for CN's operations to safely and effectively respond to any accident, incident, or act of nature outside of regular CN operations.
Dangerous Goods	Intervention/Spill	Safety	00073EV02	Self Contained Breathing Apparatus (SCBA)	This course will instruct any person who is required to use SCBA for either SCO or Confined Space Work.
Dangerous Goods	Transportation of Dangerous Goods	Safety	00109ECRS	Dangerous Goods - Regulations, Roles and Responsibilities (RRR)	The goal of this course is to become conversant with Dangerous Goods regulation requirements. Course topics include: -Dangerous Goods function -Permits -Documentation and placarding -Switching and marshaling -Inspections
Dangerous Goods	Transportation of Dangerous Goods	Safety	01070ECRS	HAZMAT	This certifies that employees who successfully complete this course have satisfied the Hazardous Materials Transportation Training & Testing as required by 49 CFR 172.704. This course provides attendees with: General Awareness/Familiarizat
Dangerous Goods	Transportation of Dangerous Goods	Safety	00189ECRS	Intermodal - Transportation Dangerous Goods	The goal of the TDG course and the final test is to ascertain that employees, whose job classification requires them to have direct or indirect contact with Dangerous Goods, fully comprehend all the rules and regulations pertaining to the Transportation o
Dangerous Goods	Transportation of Dangerous Goods	Safety	00729ECRS	Transportation of Dangerous Goods - Supply Management	The goal of this course is to ensure that trainees comply with the Transportation of Dangerous Goods Act and Regulations. At the end of this course, trainees will be able to do the following: Explain employees' and employer' responsibilities re
Dangerous Goods	Intervention/Spill	Safety	00935ECRS	CN Rail Emergency Response Management Program (Incident Command System)	This course will explain CN Emergency Response Plan (ERP) and the use of Incident Command System (ICS) to execute thje plan. This course replaces the former Incident Command course from TTCI.
Dangerous Goods	Transportation of Dangerous Goods	Safety	01041ECRS	Engineering Dangerous Goods	The goal of this course is to provide Engineering employees with the ability to safely and efficiently perform their specific jobs while recognizing, respecting and complying with the rules and regulations related to dangerous goods. The cours
Dangerous Goods	General	Safety	01732ECRS	Dangerous Goods Documentation	The goal of this project is to certify employees in the Transportation of Dangerous Goods regulations. In particular this course will cover documentation requirements, accuracy, and acceptability. trainees will also learn to re
Dangerous Goods	Transportation of Dangerous Goods	Safety	03011ECRS	Dangerous Goods Responder	This course will provide an overview of regulatory requirements, roles, damage assessments, equipment, hazardous materials and their classification, and response.
Dangerous Goods	General	Safety	03027ECRS	Air Monitoring Practices	This course will cover best air monitoring practices
Dangerous Goods	Intervention/Spill	Safety	00073ECRS	Special Commodity Level 2	This course includes the following topics: - Terminology - Placarding - Emergency response - Self Contained Breathing Apparatus (SCBA) - Atmospheric hazards - Detecting/meas
Dangerous Goods	Intervention/Spill	Safety	00935EV01	CN Rail Emergency Response Management Program (Incident Command System) - 16 Hours	This course will explain CN Emergency Response Plan (ERP) and the use of Incident Command System (ICS) to execute thje plan. This course replaces the former Incident Command course from TTCI.
Dangerous Goods	Intervention/Spill	Safety	01536ECRS	Terrorism in Transportation	This course addresses the current threat to the transportation industry and provides instruction on the transportation industry's interaction with government agencies.
Dangerous Goods	Intervention/Spill	Safety	00288ECRS	Special Commodities Rail Emergency Response	This Special Commodities Rail Emergency Response course will train employees to become an effective member of an Emergency Response Team allowing them to effectively deal with incidents involving dangerous commodities. Working in a team, trainees w
Dangerous Goods	Intervention/Spill	Safety	01226ECRS	Hazardous Materials Incident Commander	The Incident Commander course is based on the OSHA training standards for On-Scene Incident Commander (29 CFR 1910.120 (q)(6)(v) and those recommended in NFPA Standard 472. Upon completion of this course the participant shall have competency in the follow
Dangerous Goods	Intervention/Spill	Safety	01227ECRS	Tank Car Specialist	This 40-hour advanced course focuses on railroad tank car design and construction, valve repair, damage assessment and derailment response. Students are taught to identify the different types of tank cars, the most common types of leaks they will encounte
Dangerous Goods	Intervention/Spill	Safety	01228ECRS	Advanced Hazardous Materials Technician	The Advanced Technician Course is designed for responders who have completed a hazardous materials technician course and want additional knowledge about chemical terminology, properties and reactions and how they apply tactically to field operations. This
Dangerous Goods	Intervention/Spill	Safety	01229ECRS	Advanced Tank Car Specialist	A 40-hour advanced tank car course focusing on railroad tank car construction, valve repair, advanced tank car damage assessment and emergency product control and removal. Students are taught to make repairs to tank car valves while the valves are under p

Group	Subject	CGroup	Corpse Code	CourseTitle	Description
Dangerous Goods	Transportation of Dangerous Goods	Safety	01230ECRS	Intermodal Specialist	This is a 40-hour advanced course focusing on intermodal container design and construction, modes of transportation, valve repair, damage assessment, product transfer operation, and response methodology. Students learn to recognize and identify the differ
Dangerous Goods	Transportation of Dangerous Goods	Safety	01231ECRS	HAZMAT Specialist Refresher	The Hazmat Specialist Refresher course is designed to reinforce the knowledge and abilities of previously trained response specialists in three major transportation modes: - Rail - Highway - Intermodal Through a consolidation of the major aspects
Dangerous Goods	Intervention/Spill	Safety	01535ECRS	WMD Terrorism Response for the First Responder	This course is designed for First Responders and other emergency response personnel to prepare them to respond to an incident involving weapons of mass destruction.
Dangerous Goods	Intervention/Spill	Safety	01225ECRS	Hazardous Materials Technician	This course is designed to familiarize the student with the widest possible variety of situations involving hazardous materials that the responder may encounter. Equipment covered includes railcars, highway vehicles and small packages. Classroom time and
Desktop Computer Skills	Information System	Computer	02612ECRS	Help Desk Tickets	This course will aim at giving the CSC employees a better understanding of what the Help Desk Tickets are, the importance of having them created and how to keep track of the issues. What support should they use according to the priority, the urgency
Desktop Computer Skills	Beginners	Computer	02041ECRS	Introducing Windows XP	To outline the basic skills that are necessary to start using the Windows XP operating system
Desktop Computer Skills	Notes 6	Computer	02119ECRS	Lotus Notes 6 End User: Using Notes 6 Mail Remotely	To introduce the learner to remote use of Notes 6.
Desktop Computer Skills	Project	Computer	02161ECRS	Tracking and Reporting with Project 2002	To discuss how to track project progress and create project reports in Project 2002
Desktop Computer Skills	Personal Computers - Software	Computer	01890EV01	Basic PC Skills Part 1	BASIC PC SKILLS I Computer Components Identify the component parts of a computer Browsing My Computer Memory and storage Identify the units of measurement of memory Outline the different types of permane
Desktop Computer Skills	Personal Computers - Software	Computer	01890EV02	Basic PC Skills Part 2	BASIC PC SKILLS II Working with files Creating files and folders Managing files and folders oWorking with the folder hierarchy oFind, Cut, Copy, Paste, Rename files File associations Creating and delet
Desktop Computer Skills	Information System	Computer	01903ECRS	Training Management System(TMS) for Planning & Admin	Feature to input targeted training requirements (training plan). The demand for courses by location will be captured from this planner input. Included will be views of this information with various filters (e.g. by division, district, by major city). This
Desktop Computer Skills	Beginners	Computer	02041EV01	Windows XP 101	A more efficient use of Windows and proper file storage management is the primary goal of this training. Hard disks and folders: §What they are and represent §How to create folders File names Shortcuts: §How to create them <b
Desktop Computer Skills	Visio	Computer	02039ECRS	Getting Started with Visio 2000	To guide the home user or end-user through the basic concepts of working with diagrams, shapes, and connections, using layout, and working with graphics in Microsoft Visio 2000
Desktop Computer Skills	Adobe Acrobat 5	Computer	02116ECRS	Getting Started with Adobe Acrobat 5.0	To provide an overview of the basic document-management features of Adobe Acrobat 5.0
Desktop Computer Skills	Adobe Acrobat 5	Computer	02117ECRS	Up and Running with Adobe Acrobat 5.0	To provide an overview of the document organization, enhancement, and navigation features of Adobe Acrobat 5.0
Desktop Computer Skills	Notes 6	Computer	02122ECRS	Lotus Notes 6 End User: Personalizing Notes 6 features	To introduce the learner to the options available for personalizing Notes 6 Mail features.
Desktop Computer Skills	Visio	Computer	02152ECRS	Working with Diagrams in Visio 2002	To describe how to work extensively with stencils, templates, and diagrams in Visio 2002
Desktop Computer Skills	Project	Computer	02160ECRS	Up and Running with Project 2002	To discuss how to manipulate project tasks and resources in Project 2002 to produce a detailed project plan
Desktop Computer Skills	Notes 6	Computer	02121ECRS	Lotus Notes 6 End User: Using the Calendar and To Do List features, and TeamRoom Collaboration	To introduce the student to the Calendar, To Do List, and TeamRoom collaboration.
Desktop Computer Skills	Project	Computer	02159ECRS	Getting Started with Project 2002	To discuss the basics of project management and to introduce Project 2002 as a project management tool
Desktop Computer Skills	Excel	Computer	01267EV02	Excel Intermediate Part 1 & 2	Content is "Using Multiple Worksheets and Workbooks" and "Charting Your Data". Using Multiple Worksheets and Workbooks: Using Multiple Worksheets; Creating Multiple Views; Navigating in Multiple Workbooks; Managing Multiple Worksheets and
Desktop Computer Skills	Excel	Computer	01267EV03	Excel Intermediate Part 3 & 4	Content is "Working with Advanced Functions" and "Using Advanced Formatting". Working With Advanced Functions: Creating and Using Functions; Using Dates and Times; Auditing Worksheets Using Advanced Formatting: Using Comments
Desktop Computer Skills	Notes 5	Computer	01248ECRS	Lotus Notes R5 End-User - Working in Domino Databases: Fundamentals	This course is designed to show the student how to work with folders and views, use Notes document formatting options, and access the Web from Notes. The course can be accessed through the CN-Intranet: from the homepage by selecting under Employee S

Group	Subject	CGroup	Coruse Code	CourseTitle	Description
Desktop Computer Skills	Notes 5	Computer	01251ECRS	Lotus Notes R5 End-User - Introducing The Notes Client	This course is designed to provide students with the skills required to use Notes in their everyday work. The course can be accessed through the CN-Intranet: from the homepage by selecting under Employee Services "Training and Job Aids", then "Computer
Desktop Computer Skills	Notes 5	Computer	01252ECRS	Lotus Notes R5 End-User - Moving to Notes Mail	This course is designed to demonstrate how to use Notes Mail. The course can be accessed through the CN-Intranet: from the homepage by selecting under Employee Services "Training and Job Aids", then "Computer Skills" then "1. Self Paced Training on
Desktop Computer Skills	Excel	Computer	01269ECRS	Microsoft Office 2000 - Excel for Power Users	To bring proficient users of Excel 2000 to an advanced level of competence in using macros and sharing, displaying, formatting, and analyzing data
Desktop Computer Skills	Notes 6	Computer	02118ECRS	Lotus Notes 6 End User: Using Notes and Notes Mail	To introduce the learner to Lotus Notes 6 and its features.
Desktop Computer Skills	Excel	Computer	01268ECRS	Microsoft Office 2000 - Advanced Excel	To bring proficient users of Excel 2000 to an advanced level of competence
Desktop Computer Skills	Visio	Computer	02151ECRS	Creating Diagrams in Visio 2002	To introduce the features of Visio 2002 and to describe how to create, manipulate, save, and print Visio 2002 diagrams
Desktop Computer Skills	Project	Computer	02162ECRS	Data Sources, Templates, and Customization in Project 2002	To discuss how to deal with multiple data sources using Project 2002
Desktop Computer Skills	PowerPoint	Computer	01273ECRS	Microsoft Office 2000 - Beginning PowerPoint 2000	To provide an introduction to the core concepts of Microsoft PowerPoint 2000
Desktop Computer Skills	Notes 5	Computer	01249ECRS	Lotus Notes R5 End-User - Working in Domino Databases: Advanced	This course is designed to provide the knowledge required to create and manage databases including TeamRoom and to use advanced document formatting options. The course can be accessed through the CN-Intranet: from the homepage by selecting under Emp
Desktop Computer Skills	Notes 5	Computer	01250ECRS	Lotus Notes R5 End-User - Extending the Notes Client: Optimizing Mail	This course is designed to show how to optimize Notes Mail, manage the Personal Address Book, and create Internet mail accounts. The course can be accessed through the CN-Intranet: from the homepage by selecting under Employee Services "Training and Job
Desktop Computer Skills	Notes 5	Computer	01253ECRS	Lotus Notes R5 End-User - Using Notes Calendaring and Scheduling	This course is designed to provide the knowledge required to use calendaring and scheduling functions in Notes Mail. The course can be accessed through the CN-Intranet: from the homepage by selecting under Employee Services "Training and Job Aids",
Desktop Computer Skills	Notes 5	Computer	01254ECRS	Lotus Notes R5 End-User - Extending the Notes Client: Remote Users	This course is designed to provide the knowledge required to use Notes remotely. The course can be accessed through the CN-Intranet: from the homepage by selecting under Employee Services "Training and Job Aids", then "Computer Skills" then "1. Self Pa
Desktop Computer Skills	Notes 5	Computer	01255ECRS	Lotus Notes R5 End-User - Extending the Notes Client: Customizing and Securing	This course is designed to provide the knowledge required to customize and secure the Notes R5 client. The course can be accessed through the CN-Intranet: from the homepage by selecting under Employee Services "Training and Job Aids", then "Computer Sk
Desktop Computer Skills	Word	Computer	01263ECRS	Microsoft Office 2000 - Intermediate Word	To provide students with an in-depth knowledge of the functionality of Word 2000
Desktop Computer Skills	Excel	Computer	01266EV01	Excel 2000 Level 1 (Part 1)	Spreadsheet software program
Desktop Computer Skills	Excel	Computer	01266EV02	Excel 2000 Level 1 (Part 2)	Spreadsheet software program
Desktop Computer Skills	Excel	Computer	01267EV01	Excel 2000 Level 2	Spreadsheet software program
Desktop Computer Skills	Excel	Computer	01268EV01	Excel 2000 Level 3	Spreadsheet software program
Desktop Computer Skills	Beginners	Computer	02042ECRS	Up and Running with Microsoft Windows XP	To describe how to install and configure hardware, configure networking, and optimize Windows XP
Desktop Computer Skills	Deployment and Administration	Computer	02127ECRS	Microsoft Office 2000 - Deployment and Administration	To introduce some of the tools and techniques available for installing, deploying, and maintaining Microsoft Office 2000
Desktop Computer Skills	Internet	Computer	02839ECRS	Sécurité Internet : Vue d'ensemble	Proposer une vue d'ensemble des dangers potentiels susceptibles d'affecter une organisation lorsqu'elle emploie des technologies Internet et présenter les stratégies, les procédures et les technologies conÃ§ues pour les prévenir
Desktop Computer Skills	Word	Computer	01264ECRS	Microsoft Office 2000 - Advanced Word	To enable students to master the more advanced functionality of Word 2000
Desktop Computer Skills	Project	Computer	01276ECRS	Microsoft Office 2000 - Intermediate Project 2000	To explain and demonstrate how to customize projects and handle multiproject environments using Microsoft Outlook and Project Central
Desktop Computer Skills	Excel	Computer	01267ECRS	Microsoft Office 2000 - Intermediate Excel	To equip students with the knowledge and skills required to accomplish common Excel 2000 tasks efficiently, and to prepare students for certification as Proficient Users of Excel 2000
Desktop Computer Skills	Project	Computer	01275ECRS	Microsoft Office 2000 - Beginning Project	To explain and demonstrate the major features of Microsoft Project 2000 used by most users
Desktop Computer Skills	New Features	Computer	02043ECRS	Windows XP: Advanced	To introduce the student to the more advanced improvements in Windows XP
Desktop Computer Skills	New Features	Computer	02044ECRS	Windows XP: Fundamentals	To introduce the student to the fundamental improvements in Windows XP
Desktop Computer Skills	PowerPoint	Computer	01274ECRS	Microsoft Office 2000 - Advanced PowerPoint 2000	To enable those proficient in PowerPoint 2000 to become expert users
Desktop Computer Skills	Excel	Computer	01266ECRS	Microsoft Office 2000 - Beginning Excel	To provide an introduction to the core concepts of Microsoft Excel 2000
Desktop Computer Skills	Access	Computer	01272ECRS	Microsoft Office 2000 - Advanced Access	To provide an introduction to the core concepts of Microsoft Access 2000 and the skill areas of modifying and enhancing a table, a form, working with Access tools, and integrating Access with the Web
Desktop Computer Skills	Access	Computer	01271ECRS	Microsoft Office 2000 - Intermediate Access	To provide an introduction to the core concepts of Microsoft Access 2000 and the skill areas of creating and enhancing a report, working with queries, and integrating data
Desktop Computer Skills	Word	Computer	01262ECRS	Microsoft Office 2000 - Beginning Word	To introduce the learner to basic concepts and features of Word 2000

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Desktop Computer Skills	Project	Computer	01277ECRS	Microsoft Office 2000 - Advanced Project	To explain and demonstrate how to administrate and use advanced features of Project Central
Desktop Computer Skills	Beginners	Computer	02040ECRS	Getting Started with Microsoft Windows XP	To describe the basic skills and configurations necessary to start using the Windows XP operating system
Desktop Computer Skills	Internet	Computer	02631ECRS	Advanced Internet Concepts	To demonstrate how to apply browser security settings, use plug-ins, carry out advanced searches for business resources, and build an e-commerce presence
Desktop Computer Skills	Access	Computer	01270ECRS	Microsoft Office 2000 - Beginning Access	To provide an introduction to the core concepts of Microsoft Access 2000 and the skill areas of planning and creating a database, creating tables and forms, and entering and querying data
Desktop Computer Skills	PowerPoint	Computer	01274EV01	Microsoft Office 2000 - Advanced Powerpoint (ILT)	To gain expertise in PowerPoint for those who arleady have a working knowlede.
Engineering	Signals: Rules & Practices, Codes	Technical	01247ECRS	9000 Hot Box Detector Systems	This course is designed to improve the on-the-job performance of the experienced signalman. This 3-day course will introduce and familiarize the participants with the model 9000 Hot Box Detector System. Our training program will emphasize standard practi
Engineering	Continuous Welded Rail	Technical	01912EV02	Continuous Welded Rail Technical Exam	This is a technical test on Continuous Welded Rail Standards.
Engineering	Inspection & Maintenance	Technical	00048EV01	Movement Over Rail Breaks (MORB) - Refresher	
Engineering	Fiber Optic	Technical	00844ECRS	Buried Cable Safety	The goal of this course is to ensure employees and contractors are aware of the problems and procedures involved when working near buried cables. At the end of this course, trainees will be able to do the following: Explain, in their own words, the poten
Engineering	Inspection & Maintenance	Technical	00858ET05	SPC Technical Test - Paper-Based Test	This is a test on the Standard Practice Circulars for Eastern Canada
Engineering	Rules	Technical	00898EV01	Track Unit Safety - Pacific Tailgate	This course will review Pacific Division policies on Track Unit Safety
Engineering	Protection	Technical	01136EV01	The ABC's of Track Safety	This is a presentation on Track Safety dealing with the consequences of failure when it come to following common sense and safety rules.
Engineering	Continuous Welded Rail	Technical	01912EV01	CWR – Match Marking (Northern Division)	This short course will explain the proper method of placing match marks on the rail when work is performed on CWR.
Engineering	Continuous Welded Rail	Technical	01932ECRS	CWR – Verse Non–destructive Testing	Materials consist of a video and participant manual that demonstrate : Proper setup and operation of the equipment; operation of data entry into the Husky handheld device; data transfer to a computer ; battery
Engineering	Operators	Technical	01955ECRS	Materials Handling Refresher	Informal training to be conducted by the supervisor to ensure that employees involved in materials handling understand what could go wrong prior to and while performing the lift by taking the necessary action so as not to put themselves or others in harms
Engineering	General	Technical	01995ECRS	Schwihag Roller	Schwihag roller adjustment is demonstrated in this training video. The video is available on CD ROM or can also be ordered as a video.
Engineering	General	Technical	01995EV01	Schwihag Roller (OJT)	This course gives on-the-job experience on the proper adjustment of Schwihag rollers.
Engineering	Inspection & Maintenance	Technical	02981ECRS	CWR Joint Inspection	This is a presentation to review the proper application of the CWR joint inspection procedures outlined in the Engineering track standards
Engineering	Safety	Technical	02982ECRS	Lone Worker (GEI)	This is a presentation to review the proper application of the Lone Worker rules outlined in the General Engineering Instructions
Engineering	General	Technical	03002ECRS	Basic Track Structure	This course is designed to provide an overview of basic track structure components and their functions. The course is designed for the general CN population.
Engineering	Operators	Technical	03031ECRS	Ballast Car Loading	This is a self-paced course. The introduction, context-setting is handled by the video. The video also presents some instruction and key points around loading a ballast car at a ballast pit. The video presentation is accompanied by a set of flash c
Engineering	Inspection & Maintenance	Technical	00880EV02	Using the Work Block Planner - Orientation	The learning goal of the Introduction to the WBPP session is to provide individuals working on Extra Gangs with an orientation to the gang work environment and expectations through a review of the Work Block Performance Planner (WBPP) job aid. The orienta
Engineering	Inspection & Maintenance	Technical	00103EV02	Communications - 2 Hours	The purpose of this course is to show employees how to properly communicate and operate using radios
Engineering	Inspection & Maintenance	Technical	00103EV06	Maintenance of Track Tools – Grinding and Dressing	This course will describe the proper procedures to ensure that track tools are maintained properly to reduce injury.
Engineering	Safety	Technical	00146ECRS	Track Unit Safety II	This course is designed to promote awareness among employees with respect to the rules and operating practices of Track Units. The aim is to get trainees to openly discuss the hidden factors which cause Track Unit accidents. By increasing awareness, the n
Engineering	Safety	Technical	00146EV03	Track Unit Safety III	The goal of this course is to reduce and ultimately eliminate track unit accidents by ensuring that employees are aware of rules and the best practices to follow when operating track units At the end of the course the trainees will be able to: Using stat
Engineering	Safety	Technical	00146EV04	Track Unit Safety IV	The course goal is to refocus employees on the rules affecting safe Track Unit operation; review the best practices for safe operation, and discuss other factors that can affect safety on the track.
Engineering	Safety	Technical	00699ECRS	Pipeline Safety	Provides background on the rules and regulations that must be met before working around underground pipelines. Note: This course can be given in conjunction with Buried Cable Safety and when so combined duration is 1.5 hours.
Engineering	Protection	Technical	00746ECRS	Track Protection Procedures (TPP) - Series D Review	This course is designed to provide skills to recognize the Chain of events that lead to accidents and break the chain before accidents happen
Engineering	Protection	Technical	00746EV01	Track Protection Procedures (TPP) - Series E Review	This course also emphasizes the Chain of events that lead to accidents. The scenarios are different than TPP - Series D, they refer to track units and people left on the main line without protection by a supervisor
Engineering	Inspection & Maintenance	Technical	00887ECRS	Small Culvert Inspection	The goal of the course is to provide Track Maintenance Supervisors and Assistant Track Maintenance Supervisors with the skills and knowledge to adequately inspect and report on the condition of small culverts. Participants will know how to inspect culver

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Engineering	Work Equipment	Technical	01541ECRS	Working with Air Dumps	The objective of this course is to teach students proper safety and procedures when working on or around Air Dumps. It is a short classroom session followed by a field coaching exercise.
Engineering	Information System	Technical	01966ECRS	Repair Shop Notification and Work Order Process	Webex-based training session with accompanying job aid leads target population to use SAP to report tracking and repair data about CN's End of Train (EOT) units. This includes: Create Notifications and Work Orders; entering labour time against a work ord
Engineering	Protection	Technical	00014ECRS	Track Protection Procedures (TPP) - Series A Review	The goal of this course is to provide trainees with skills that will enable them to identify the potential risks in the job environment; the rule violations that often cause accidents; the common root-causes that are behind the failure to properly apply t
Engineering	Signals & Communications	Technical	00615ET02	Signals & Communications Testmen Exam	This is not a course, but rather a qualification (theoretical) exam, in order to be awarded a testmen job.
Engineering	Inspection & Maintenance	Technical	00230ECRS	Water Management/ Beaver Control	Poor drainage and problems resulting from excess moisture can be a major cause of track related defects. They may cause hazardous conditions which ultimately affect safety and service reliability. This course helps trainees to recognize signs of wate
Engineering	Inspection & Maintenance	Technical	00384ECRS	Introduction To Extra Gang Foreman Level II and III	Review of roles and mandates of Engineering Line Operations Department; Discussion on production and administrative changes
Engineering	Inspection & Maintenance	Technical	00536ECRS	Hydraulic Rail Expander	The purpose of this course is to provide trainees with the knowledge and skills to safely install, use and dismantle Simplex and/or Permaquip hydraulic rail expanders/pullers. At the end of this course trainees will be able to: inspect and maintain Simpl
Engineering	Protection	Technical	01136ECRS	Track Safety	The goal of the course is to reinforce the critical features of job briefing, track protection procedures (communications), and track unit safety operations. At the end of the course the trainees will be able to: Describe the purpose and benefits of perf
Engineering	Rail Yard	Technical	01499ECRS	Rail Classification	The course will aid employees in the proper classification of rail as it is processed in the rail yard
Engineering	Operators	Technical	01538ECRS	Securing Loads - Truck	Provide information to CN truck drivers so loads can be properly secured when traveling on either road or rail (loads include rail, tiebundles, and frogs).
Engineering	Inspection & Maintenance	Technical	01891ECRS	Recoverable Reporting	The goal of this course is to ensure engineering employees are able to use the Rail Defect Tracking System(RDTS) properly, so that inventories, rail reports and destressing information is properly reported.
Engineering	Information System	Technical	01892ECRS	Rail Defect Tracking System	The goal is to ensure that employees accurately report rail defects and corrective action taken.
Engineering	Inspection & Maintenance	Technical	00880ECRS	Using the Work Block Planner - Supervisors	An overview of the purpose and application of the Work Block Planner and the Work Block Planner Worksheet. Participants are provided with a review of the content and structure of the planner and are given an opportunity to try out the planner and the work
Engineering	Inspection & Maintenance	Technical	00880EV01	Using the Work Block Planner - Extra Gang Foreman	The learning goal of the Using the Work Block Planner (WBP) session is to provide Extra Gang Foreman (EGF) with an introduction and orientation to the Work Block Planner job aid and Worksheet. This session will outline the content and format of the WBP an
Engineering	Inspection & Maintenance	Technical	00884ECRS	The Foreman's Role in Risk Management	The purpose of this workshop is to work with Extra Gang Foremen to bring clarity as to their role during emergency situations and identify the skills and knowledge required enabling them to respond appropriately. The objectives of this course are to: Des
Engineering	Thermite	Technical	00020ECRS	Thermite Welder	Upon completion of this course, the trainees will be able to: -Prepare all necessary tools & materials prior to leaving for the job site; -Prepare the job site so that the task can be completed in a timely fashion; -Prepare the track and
Engineering	Thermite	Technical	00020EV01	Orgo Thermite Welder - US	This is the Orgo thermit Welding presentation for the Welders in the US
Engineering	Thermite	Technical	00020EV02	Railtech Thermite Welder - US	This is the Railtech Welding presentation for the Welders in the US
Engineering	Inspection & Maintenance	Technical	00048ECRS	Movement Over Rail Breaks (MORB)	This course is designed to provide the trainee with the knowledge, skill and ability to effectively perform duties required to safely authorize rail movements over certain types of rail breaks.
Engineering	Operators	Technical	00084EV02	Small Tools Chain/Brush Saw	OJT with chain saws and brush saws. It will cover use and basic inspection and maintenance.
Engineering	Operators	Technical	00088EV01	Hand Tools Hydraulic - 4 Hours	
Engineering	Inspection & Maintenance	Technical	00380ECRS	Introduction to Engineering Field Operations Production	Introduction to role and mandate of Engineering Line Operations Department.
Engineering	Inspection & Maintenance	Technical	00383ECRS	Traffic Patterns And Work Block Planning	Work block planning process; Effect of not adhering to the plan; "Best practices"
Engineering	Inspection & Maintenance	Technical	00845ECRS	Interaction With Signals	The goal of the course is to eliminate productivity loss where Signals and Communications equipment is unintentionally disrupted due to the actions of track maintenance forces carrying out their duties. The course objectives are to enable trainees to do
Engineering	Inspection & Maintenance	Technical	00858EV04	SPC Review	The course goal is to acquaint employees with the new SPC's that have resulted in changes particularly to CWR Course objectives At the end of this course participants will be able to: Look up key information in any given circular when re
Engineering	Signals & Communications	Technical	01024ED01	S&C Testman Testing	Test les préposés sur leurs connaissances générales vis-à-vis les installations de signalisations
Engineering	Inspection & Maintenance	Technical	01573ECRS	Introduction to Engineering Maintenance of Way Standard Practice Circulars (SPCs)	Upon completion of this course trainees will be able to describe the reason for Standard Practice Circulars, their effect on Track Maintenance, and how other functions can recognize areas of concern.
Engineering	Continuous Welded Rail	Technical	01912ECRS	Continuous Welded Rail (CWR)	Upon completion of this course trainees will be able to: Apply important CWR theories and formulas relevant to their work. Perform inspection tasks as they relate to their work with CWR. Perform maintenance tas
Engineering	Safety	Technical	03039ECRS	Cardinal and Safety Rule Violations	This course deals with safety and cardinal rule violations in the Eastern Region.
Engineering	Signals & Communications	Technical	00615ET01	S&C Technician Qualification Process Test Rewrite	Test Re-write
Engineering	Signals & Communications	Technical	01884ECRS	S & C General Instructions US	The goal is to provide an information session to employees of C & S on the General Instructions book so its use can be maximized

Group	Subject	CGroup	Coruse Code	CourseTitle	Description
Engineering	Inspection & Maintenance	Technical	00022EV08	Track Inspection Guidelines Review (TIG)	The TIG course is designed to provide trainees in the specific target groups with the knowledge, skills and abilities they require in order to effectively perform their duties of inspecting recentiy disturbed track and authorizing trains over repaired tra
Engineering	High Frequency Equipment	Technical	00041ECRS	High Frequency Equipment Welders	This course is designed to provide welding employees with the knowledge, procedures, and safe practices they need to: -operate high frequency equipment with confidence -carry out visual safety and field maintenance inspections of the equipment -pe
Engineering	Operators	Technical	00084EV01	Small Tools Maintenance - 8 Hours	
Engineering	Operators	Technical	00088ECRS	Hand Tools Hydraulic	This is an "on the job" training course. The instructor will demonstrate how to properly set up and use the hydraulic hand tools.
Engineering	Rules	Technical	00279ECRS	Train Operating Rules	The goal of this course is to certify or re-certify engineering supervisors and snow plow foremen in train operating rules. Course topics include: -Canadian Rail Operating Rules applicable to Train Operations -Block and Interlocking s
Engineering	Rules	Technical	00309EV01	Snow Plow Foreman Annual Recertification	Review of Canadian Rail Operations Rules and Block and Interlocking signals that apply to snow plow foreman.
Engineering	Signals & Communications	Technical	00338ECRS	Basic Troubleshooting	The goals of this course are to: - Define the principles, techniques, and key steps of hi-level troubleshooting. - Provide trainees with basic troubleshooting skills that they can use on a day to day basis while performing various maintenance or install
Engineering	Signals & Communications	Technical	00338EV01	Basic Troubleshooting - Work Equipment	This is a variation designed for Work Equipment Heavy Duty Mechanics
Engineering	Inspection & Maintenance	Technical	00611EV02	US Foreman Certification Refresher (Northern Division)	This course offers a review of US Foreman Training.
Engineering	Inspection & Maintenance	Technical	00688ECRS	TFO Truck Mounted Crane Operation	This Training is for the operation cranes on TFO trucks or their equivalent
Engineering	Safety	Technical	00700ECRS	Fire Safety - Prevention and Response	The goal of this course is to provide knowledge to employees regarding fire regulations; to provide the knowledge to properly prepare work sites to prevent/reduce fire hazards; to provide some skill and knowledge on fire equipment. The objectives of this
Engineering	Mechanics	Technical	00724ECRS	Crane Operation Update	The course goal is to ensure that trainees receive "refresher" training in crane operation so that they are kept up-to-date in the knowledge required to operate their cranes safely. At the end of the course the trainees will be able to: Identify the resp
Engineering	Mechanics	Technical	00724EV02	Crane Operation Update - Engineering Supervisors	This course is designed to cover the key principles of crane operation plus load charts. This course is focused more on the roles and responsibilities and on the key principles affecting safe operation. The operator courses go into greater detail on the l
Engineering	Transmission	Technical	00791EV01	Nortel OC-3/Newbridge Multiplexers Overview - Level 1	The course goal is to provide trainees with basic knowledge and proper documentation on the newly bought CN Fiber Optic transmission equipment so that they can perform safely and reliably first line maintenance on the system. After completing this course
Engineering	Arc	Technical	00821EV02	Safety and Gas Welding - Railway Welder	This is to provide the basics in the safe operation and use of oxygen/acetylene equipment for cutting and heating.
Engineering	Arc	Technical	00821EV05	Railway Welder (8 hours) for Oxy/Propane Welding	This course is for Oxy/Propane Welding
Engineering	Arc	Technical	00821EV06	Safety and Gas Welding - Railway Welder (Northern Division)	This is to provide the basics in the safe operation and use of oxygen/acetylene equipment for cutting and heating.
Engineering	Inspection & Maintenance	Technical	00858ECRS	SPC Review	The goal of this course is to ensure the Engineering Forces employees are able to correctly identify and apply changes made to the Maintenance-of-Way Standard Practices Circular. At the end of this course, trainees will be able to: explain why Standa
Engineering	Inspection & Maintenance	Technical	00858EV01	SPC Refresher	The goal of the course is to ensure that the Engineering Force employees are able to correctly identify and apply changes made to the Maintenance-of-Way Standard Practice Circulars.
Engineering	Operators	Technical	00865ECRS	Tractor - Loader	This course is arranged to guide you step-by-step through the task of learning how to operate the machine. By the end of the course you should have a good understanding of the machine and how to operate it.
Engineering	Wayside	Technical	00879ECRS	Southern Technologies Corporation Hot Box Detectors	Trainees will be able to maintain and troubleshoot the Southern Technology Corporation Hot Box Detector equipment using the supplies Reference Manual, job aid, and available measurement equipment. At the end of the course the trainees will be able to: De
Engineering	Signals: Rules & Practices, Codes	Technical	00931EV01	Electro Code 5 Onsite	One-day Electro Code 5 onsite training program.
Engineering	Operators	Technical	00934ECRS	Front End Loader	This course provides trainees with the knowledge to maintain, inspect and operate a loader as well as to demonstrate the knowledge that they have learned. Course topics include: Policies and regulations; Three point contact; Working near
Engineering	Operators	Technical	00937ECRS	TR10	The goal of this course is to acquaint students with the operation and maintenance of work equipment machines. The course topics include: Topics covered are Overview of the machine; Start-up and shut-down; Operations; Maintenance; Troubleshooting;
Engineering	Operators	Technical	00938ECRS	Pyke M2 Ballast Regulator	The goal of this course is to acquaint students with the operation and maintenance of work equipment machines Students will required to pass the assessment before doing the OJT portion to qualify on the machine The course topics include: Topics covered
Engineering	Operators	Technical	00938EV01	Pyke M2 Ballast Regulator - OJT	On the job training test after the trainee has passed the theory exam to qualify as an operator.

Group	Subject	CGroup	Coruse Code	CourseTitle	Description
Engineering	Operators	Technical	00939ECRS	Pettibone 441-d Speedswing	The goal of this course is to acquaint students with the operation and maintenance of work equipment machines. Students will use machines on their own and will be required to pass the assessment before doing the OJT portion to qualify on the machin
Engineering	Operators	Technical	00939EV01	Pettibone 441-d Speedswing - OJT	
Engineering	Arc	Technical	00940EV01	Rail End Welding	This course introduces track and welding employees to the skills required to do track welding . Trainees receive classroom and practical shop training with emphasis on safety. The course topics include: Introduction to turnouts and track component
Engineering	Safety	Technical	01048ECRS	Roadway Worker Safety	
Engineering	Dispatching	Technical	01052ECRS	TrackAD II	The goal of this course is to provide trainees with the knowledge and skills required to test and adjust track circuits using the TrackAD II software. At the end of this course, trainees will be able to do the following: Using the TrackAD II User Guide
Engineering	Plan Reading	Technical	01156ECRS	Plan Reading	The goal of the course is to teach students to accurately read and understand the elements contained on a drawing plan. At the end of the course the trainees will be able to: - Explain the difference between a sketch, a plan, and a drawing - Identify t
Engineering	Operators	Technical	01189ECRS	CAT Back-Hoe Operator	The goal of this course is to provide trainees with knowledge to safely operate CAT Back-Hoe in trenching and tie replacement operation. Course topics include: Theory on CAT Back-Hoe (video from manufacturer 1.5 hrs duration) and practical training on m
Engineering	Coaching	Technical	01191ECRS	Cable Locate	Course Goal: To ensure the proper method is used for safe and accurate locates of underground cable. There is also some CN railway specific peculiarities that need to be addressed when using the cable locating hardware (i.e., double-sheathed cables
Engineering	Work Equipment	Technical	01296ECRS	On the Job Training for Work Equipment - Group 3 Machines	This course number is used for all on the job training for Work Equipment Group 3 Machines.
Engineering	Car Management	Technical	01888ECRS	Engineering Car Handling	This course deals with the movement of cars by Engineering forces. The goal of this course will be to provide knowledge and understanding of the proper safety procedures involved in switching OCS equipment.
Engineering	Crossings	Technical	01933ECRS	Introduction to SEA/R I Equipment	The main training elements are: 1) a new Power Point presentation (A Robert) 2) Installation/Installation: "Installation & Operation", Safetran Event Analyzer/Recorder (SEA/R) A80250, Doc: SIG-00-98-04 Ver. C (Septembre 2000)
Engineering	Crossings	Technical	01937ECRS	Introduction to SEA/R-II Equipment	Upon completion of this course trainees will be able to: 1. Describe the SEA/R I characteristics and main functions 2. Describe steps to properly install and turn-up this equipment, 3. Recognize the Safetran Softwares & Utilities re
Engineering	Signals & Communications	Technical	01945EV01	Vital Harmon Logic Control - OJT	The purpose of this course is to ensure employees understand the principles of the Vital Harmon Logic Control Sytems. This is an OJT exercise for employees already familiar with the VHLC.
Engineering	Mechanics	Technical	01957ECRS	KBC 750 Undercutter Orientation Course	Ensure that employees have a thorough understanding of the KB 750 Undercutter work processes and procedures to complete their assigned duties safely and efficiently.
Engineering	Wayside	Technical	01998ECRS	General Electric Transportation Systems Hot Box Detectors	Trainees will be able to maintain and troubleshoot the GETS Hot Box Detector equipment. At the end of the course the trainees will be able to: Describe the system's basic operation; Identify the system's components; Follow the job aid to maintain the syst
Engineering	Safety	Technical	02988ECRS	New Hire Engineering - US	Introduction to on track safety and FRA required classes (rules, hazmat, rail security).
Engineering	Signals: Rules & Practices, Codes	Technical	00708ECRS	ATP - Electrical Fundamentals	Electrical Fundamentals training is a correspondance course. There are 12 chapters. For each chapter there is a test. You must complete each test. This course covers the following topics: -The Atomic Structure and Electricity -Voltage -Current -Resis
Engineering	Signals: Rules & Practices, Codes	Technical	00012EV01	Rules, Instructions & Practices (RIP)0 - 16 Hours	
Engineering	Inspection & Maintenance	Technical	00022ECRS	Track Inspection Guidelines - RRTS (TIG)	The TIG course is designed to provide trainees in the specific target groups with the knowledge, skills and abilities they require in order to effectively perform their duties of inspecting recently disturbed track and authorizing trains over repaired tra
Engineering	Operators	Technical	00026EV01	Speed Swing Operator - 16 Hours	
Engineering	Operators	Technical	00084ECRS	Small Tools	The goal of this course is to provide trainees with knowledge of small power tool operation and maintenance.
Engineering	Operators	Technical	00136EV01	Surfacing Machine Operator - 16 Hours	The goal of this course is to learn the basic theory of track surfacing with machinery
Engineering	Signals: Rules & Practices, Codes	Technical	00143EV03	Geographic Signalling System (GEO)	Introduction to new microprocessor based signal system.
Engineering	Signals: Rules & Practices, Codes	Technical	00154EV01	Grade Crossing Predictor 4000	Introduction to new microprocessor based crossing protection system.
Engineering	Inspection & Maintenance	Technical	00381ECRS	Introduction To Various Gangs - Level I	Standards, processes and activities for Level I gangs Gangs include: Ballast Unloading; Distribute and Pick Up - OTM; General/PMI
Engineering	Operators	Technical	00436ECRS	Skid Steer Loaders	The objective of this course is to train operators on the safe operating and maintenance of skid steer loaders
Engineering	Signals: Rules & Practices, Codes	Technical	00872ECRS	Safetran HD/Link	

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Engineering	Transmission	Technical	00874EV01	Safetran Radio Code Transmission System - 16 Hours	The course goal is to provide trainees with knowledge, skill sets, and proper documentation on the new Safetran Radio Code transmission system so that they can perform safely and reliably first line maintenance and/or installation works.
Engineering	Welding	Technical	00925ECRS	Special Trackwork Maintenance	The goal of this course is to teach Track Supervisors how to efficiently and effectively coordinate the daily activities of the maintenance welding forces by performing various inspections, creating and adjusting maintenance work plans
Engineering	Proceidure	Technical	00959ECRS	Surfacing Machine Fundamentals (MK IV)	The course goal is to provide Track & Work Equipment foremen and supervisors with the knowledge of the operation and capabilities of the Fairmont MK IV surfacing machine and to apply this knowledge to identify track work procedures and machine adjustments
Engineering	Operators	Technical	01027ECRS	Boom Truck - Crane Operation	The goals of this course are to ensure that boom truck Operators have the requisite knowledge and skills to safely operate the cranes on their vehicles and to provide trainees with a crane-specific review of load theory and lifting procedures, with an emp
Engineering	Rules	Technical	01452ECRS	B & S Construction Safe Practices Overview	Objective will be to familiarize Structures employees from Network Operations with various safety concerns they will encounter when travelling to visit field operations.
Engineering	Signals & Communications	Technical	01945ECRS	Vital Harmon Logic Control	The purpose of this course is to ensure employees understand the principles of the Vital Harmon Logic Control Sytems.
Engineering	Signals & Communications	Technical	01947ECRS	General Instruction Workshop	The course will be a workshop to cover the use of General Instructions when performing tests and maintenance.
Engineering	Signals: Rules & Practices, Codes	Technical	03022ECRS	Automatic Gating System (AGS) - Intermodal	This course is designed to prepare S&C Technicians to perform first line maintenance.
Engineering	Signals: Rules & Practices, Codes	Technical	03028ECRS	Switch Machine	To familiarize employees with the internal components of GRS and US&S switch machines.
Engineering	Safety	Technical	03038ECRS	Underground Power and Electrical Safety	This course deals with safety when working around high voltage and underground power systems. The course is delivered by the Electrical and Utilities Safety Association of Ontario.
Engineering	Inspection & Maintenance	Technical	00632ECRS	Introduction To Various Gangs - Level III	Standards, processes and activities for Level III gangs Gangs include: Glue/Epoxy; Undercutter/Super Gopher; Sled; Tie; Rail
Engineering	Arc	Technical	00821EV03	Oxy Acetylene Equipment, Safe Use and Cutting	Chapters 2, 3 and 4.
Engineering	Operators	Technical	00954ECRS	Pettibone CWR 40 Crane (CD-I)	
Engineering	Operators	Technical	00644ECRS	Entry Level Operator	This is a portion of the Entry Level Operator Program which consists in 22 hours of hands-on with as many various pieces of work equipment as can be accessed.
Engineering	Crossings	Technical	00154ECRS	Motion Sensor / GCP (Grade Crossing Predictor)	This course will - Explain the principles of operation of motion sensors and GCP - Demonstrate the ability to maintain and troubleshoot a motion sensor/GCP based crossing protection system by monitoring and adjusting and repairing motion sensor equipmen
Engineering	Wayside	Technical	00287ECRS	Propane Snow Melting	This goal of this course is to provide S&C personnel with the knowledge and skills required to install, adjust, maintain and troubleshoot Propane Snow Melter devices. Course topics include: -Nature of LP-Gas -Terms used in descri
Engineering	Signals: Rules & Practices, Codes	Technical	00337ECRS	DC Coding Systems	The goals of this course are to: - Define the purpose, principles and general operation of various types of Coding systems (K/K2, J, H, 514, 528) - Provide trainees with the abilities to maintain, troubleshoot, and adjust coding systems Course topics i
Engineering	Welding	Technical	00408EV01	Foreman Welder Upgrade - 24 Hours	FCAW Flux Core Arc Welding (Wire Feeder)classroom, practical training 16 hours and Thermite Welding - eight hour course
Engineering	Bridge Operations	Technical	00613EPRG	B&S Foreman	Successful completion of this program leads to the certification of B&S Foreman The program consists of the following: 1.Track Inspection Guidelines ENTKIP 00022 2.Test 3.Coaching On The Job Training (OJT) ENGNCG 00017 4.Test and Re-writes
Engineering	Welding	Technical	00614EPRG	Basic Track Maintenance - Welders	Successful completion of this program leads to the certification in Basic Track Maintenance - Welders. The program consists of the following: 1.Introduction 2.Identification of Track & Special components (module 3 - Track Maintain
Engineering	Transmission	Technical	00791ECRS	Nortel OC-3/Newbridge Multiplexers Overview - Level 2	The course goal is to provide trainees with basic knowledge and proper documentation on the newly bought CN Fiber Optic transmission equipment so that they can perform safely and reliably first line maintenance on the system. After completing this course
Engineering	Arc	Technical	00821EV04	Railway Welder - 24 Hours	Upon completion of this course the trainees will be 1) able to observe proper safety procedures when welding 2) able to use an electric arc welding machine to weld in the flat, horizontal, vertical and overhead positions 3) able to recognize and correc
Engineering	Mechanics	Technical	00825ECRS	Crane Fundamentals	The goal of the course is to ensure that trainees receive general "umbrella" or front end training on safe crane operation prior to receiving courses on specific equipment. At the end of the course the trainees will be able to: Identify t
Engineering	Inspection & Maintenance	Technical	00858EV03	SPC Refresher 2003	The goal of the course is to ensure that the Engineering Force employees are able to correctly identify and apply changes made to the Maintenance-of-Way Standard Practice Circulars. At the end of the course the trainees will be able to: - Explai

Group	Subject	CGroup	Coruse Code	CourseTitle	Description
Engineering	Transmission	Technical	00874ECRS	Safetran Radio Code Transmission System	The course goal is to provide trainees with knowledge, skill sets, and proper documentation on the new Safetran Radio Code transmission system so that they can perform safely and reliably first line maintenance and/or installation works. After completing
Engineering	Signals: Rules & Practices, Codes	Technical	01031ECRS	Vital Processor Interlocking (VPI) Control System - Alstom	At the end of the course trainees will be able to: Recognize each constituants (plug-in boards) and describe their basic functionality; List all input/output to the unit: Power, Non-vital connections and vital connections; Recognize when alert state; Diag
Engineering	Work Equipment	Technical	01297ECRS	On the Job Training for Work Equipment - Group 2 Machines	This course number is used for all on the job training for Work Equipment Group 2 Machines.
Engineering	Signals: Rules & Practices, Codes	Technical	01548ECRS	Rules Instructions and Practices II	At the end of the course the trainees will be able to: - Energize circuits as per design during circuit breakdown; - Logically breakdown circuits consistently communicating with a partner.
Engineering	Inspection & Maintenance	Technical	00631ECRS	Introduction To Various Gangs - Level II	Standards, processes and activities for Level II gangs Gangs include: Abandonment; PJT Rail Changeout; Rail Pick-up and Unloading; Switch Tie Installation; Surfacing; Destressing
Engineering	Signals: Rules & Practices, Codes	Technical	01923ECRS	Vital Harmon Logic Controller Programming (VHLC)	The VHLC Programming Course is designed to familiarize participants with the VHLC application software development tools and processes. The course provides an in-depth understanding of the VHLC operation. This course provides the engineer/technician wit
Engineering	Signals: Rules & Practices, Codes	Technical	00012ECRS	Rules, Instructions & Practices (RIP)	The goal of this course is to teach S&C personnel how to perform effectively the various procedures and tests specified in the Signals, Inspections, and Tests (SIT) Rules booklet, using the appropriate General Instructions (GIs) - Teach the S&C personnel
Engineering	Work Equipment	Technical	00298ECRS	On The Job Training For Work Equipment - Group 1 machines	This course number is used for all on the job training for Work Equipment Group 1 machines.
Engineering	Inspection & Maintenance	Technical	00611EV01	US Foreman Training	To instruct employees to identify FRA 213 track safety standard defects and prescribe the correct remedial action.
Engineering	Bridge Operations	Technical	00640ECRS	Basic Track Maintenance - B&S	Successful completion of this program leads to the certification in Basic Track Maintenance - B&S The program consists of the following: 1.Introducton 2.Identification of Track & Special Components (module 3 - Track Maintainer ENTKIP 00103) 3.Hand
Engineering	Signals: Rules & Practices, Codes	Technical	00931ECRS	Electro Code 4	This course is designed to introduce S&C personnel to Electro Code 4 Track Circuit/Signaling System setup and maintenance.
Engineering	Inspection & Maintenance	Technical	01198ECRS	Engineering: The Basics	The goal of this course is to introduce new transportation/operations employees to the basic roles of CN Engineering Track, Bridges and Structures and Signals and Communications maintenance forces and how their maintenance activities impact on their opera
Engineering	Work Equipment	Technical	01298ECRS	On the Job Training for Work Equipment - Special Group Machines	This course number is used for all on the job training for Work Equipment Group 3 Machines.
Engineering	Signals & Communications	Technical	01946ECRS	Advanced Vital Harmon Logic Controller Programming (AVHLC)	The advanced VHLC Course provides an in-depth understanding of the VHLC and its interconnection to the signal system. An extensive examination of the VHLC's recorded information, troubleshooting techniques, and system support documents will be covered. T
Engineering	Mechanics	Technical	00431ECRS	Tamper Mark IV - Mechanic	This course is designed to train the class A mechanics on troubleshooting and repairing Tamper Mark IV. Course topics include: -Hydraulic and electrical problems
Engineering	Inspection & Maintenance	Technical	00005ECRS	Concrete Formwork	This course is designed to ensure that B&S employees carry out basic concrete repairs effectively, efficiently and safely.
Engineering	Operators	Technical	00026ECRS	Speed Swing Operator	This course covers the following topics: - Safety guidelines - International hand signals - Maintenance and servicing - Safe handling of wire rope and other rigging hardware - Regulations and responsibilities - Capacity
Engineering	Inspection & Maintenance	Technical	00103ECRS	Track Maintainer	Building upon trainees On-The-Job-Training, this course trains Track Maintenance employees to perform Track Maintainer duties safely and properly using standardized methods.
Engineering	Inspection & Maintenance	Technical	00103EPRG	Engineering Orientation Program	This program will introduce new employees to CN, its history and five key principles; the roles, regulations and responsibilities of CN and its employees. Courses included: Track Protection Procedures Review (00014 E CRS) Lone Worker Safe
Engineering	Inspection & Maintenance	Technical	00103EV07	Track Orientation Training	The goal of the course is to provide new employees basic safety guidelines and procedures for working on or about the tracks.
Engineering	Operators	Technical	00433EPRG	Introduction Operators	The goal of this course is to introduce machine operators to the basic concepts of engines, power trains, hydraulic, pneumatic and electrical systems utilized on heavy equipment. This course also includes a module on small power tool maintenance.
Engineering	Operators	Technical	00807ECRS	Machine Operator Training	This course is for new employees who will be machine operators. Course topics include: -Course Information –Introduction : – Safety: - Reporting: -Fasteners and Fittings: -Basic Engine Operation: -Drive Systems : -Pneum
Engineering	Bridge Operations	Technical	01008ECRS	Steel Bridge Worker	The goal of the course is for trainees to receive the required training so that they have the knowledge to be able to safely and correctly install and replace steel bridges and steel bridge members.
Engineering	Bridge Operations	Technical	01071ECRS	Timber Frame Trestle Bridges	This course consists of three modules: Rebuild Frame Trestle Under Traffic; Timber Trestle Maintenance; Rebuild Pile Trestle Under Traffic
Engineering	Crossings	Technical	01235ECRS	Crossing Warning Systems II	This one-week course concentrates on highway-rail grade crossing fundamentals. Participants will gain the essential skills and knowledge necessary for the proper installation, maintenance, and repair of these systems. This program examines all aspects o

Group	Subject	CGroup	Coruse Code	CourseTitle	Description
Engineering	Rules	Technical	01545ECRS	Engineering Officers Seminar	Recertification on CROR and POTU&TW for Engineering Officers. Note: This is very close in content to the Transportation Officers seminar.
Engineering	Signals: Rules & Practices, Codes	Technical	02588ECRS	S&C Supervisors Tests and Inspections Course	This weeklong program will ensure S&C Supervisory personnel are cognizant of all relevant FRA Rules and Regulations related to Interlockings and Crossing Warning Systems. This program will also verify S & C Supervisory personnel are knowledgeable of typi
Engineering	Signals: Rules & Practices, Codes	Technical	02613ECRS	FRA Inspections and Tests	The one-week FRA Inspections & Tests training program studies all relevant FRA Rules, Standards, and instructions Governing the Installation, Inspection, Maintenance, and Repair of Signal and Train Control Systems, Devices and Appliances. This course als
Engineering	Bridge Operations	Technical	00124ECRS	CN Bridge Tenders	The goal of the bridge tending course is to train people to operate both the Second Narrows and the Fraser River Rail Bridges.
Engineering	Operators	Technical	00136ECRS	Surfacing Machine Operator	This course was developed to cover the various surfacing machine operational requirements of CN Rail Work Equipment. The Fairmont/Tamper and Plasser models of equipment are covered The course topics include: - The basic theory of track surfacing as it
Engineering	Operators	Technical	00019EPRG	Entry Level Operator Program	The program covers the concept, operation, components and maintenance of engines, power trains, pneumatic systems, hydraulic systems and electrical systems. The Entry Level Operator Program consists of the following courses: Annual Operator Update,
Engineering	Operators	Technical	00319ECRS	Locomotive Crane Operator	Course topics: - Identify government regulations - Identify operator's major responsibilities - Identify international and railway hand signals - Identify inspection and maintenance procedures for crane - Identify inspection
Engineering	Welding	Technical	00408ECRS	Foreman Welder Upgrade	This course provides a review and update of track welding techniques and practices
Engineering	Inspection & Maintenance	Technical	00611EPRG	Track Maintenance Foreman	This program provides trainees with the skills and knowledge required to become a Track Maintenance Foreman. The program consists of the following: 1. Introduction to SPC's, RM's & TS Plans (module 1 - Track Maintainer ENTKIP 00103)
Engineering	Signals: Rules & Practices, Codes	Technical	00709ECRS	ATP - Level 1	The Apprenticeship Training Program (ATP) is a four part program (the level 1 includes a 3 month home study course as well) which S&C apprentices must undertake in order to be certified in their trade. Each level consists of a 10 day practical and theoret
Engineering	Signals: Rules & Practices, Codes	Technical	00710ECRS	ATP - Level 2	The Apprenticeship Training Program (ATP) is a four part program which S&C apprentices must undertake in order to be certified in their trade. Each level consists of a 10 day practical and theoretical course which must be successfully completed before mov
Engineering	Signals: Rules & Practices, Codes	Technical	00711ECRS	ATP - Level 3	The Apprenticeship Training Program (ATP) is a four part program which S&C apprentices must undertake in order to be certified in their trade. Each level consists of a 10 day practical and theoretical course which must be successfully completed before mov
Engineering	Signals: Rules & Practices, Codes	Technical	00712ECRS	ATP - Level 4	The purpose of this course is to provide S&C Helpers with the competencies they need to assume S&C responsibilities. This section of the course is the final segment of a four segment program which apprentices will undertake as they learn their trade. Eac
Engineering	Arc	Technical	00821EV01	Railway Welder - 80 Hours	The course will qualify maintenance and repair personnel to weld railway equipment using Gas Metal Arc Welding equipment
Engineering	Arc	Technical	00940ECRS	Track Welder - First Year	This course introduces welders to the skills required to do track welding . Trainees receive classroom and practical shop training with emphasis on safety. The course topics include: Introduction to turnouts and track components; Welder's
Engineering	Mechanics	Technical	00991ECRS	Hydraulic Training - Advanced (Level I & II)	The goal of this course is to provide the skills and knowledge to the trainees to identify systems used on CN equipment (Sundstrand priority); To be able to troubleshoot systems on training bench; To be able to test systems for proper operation and adjust
Engineering	Operators	Technical	02606ECRS	Crawler Crane Training	Course topics: - Identify government regulations - Identify operator's major responsibilities - Identify international and railway hand signals - Identify inspection and maintenance procedures for crane - Identify inspection
Engineering	Arc	Technical	00821ECRS	Railway Welder	The course goal is to qualify maintenance and repair personnel in proper welding procedures. Trainees will be able to: Observe proper safety procedures when welding; Take care and perform day to day maintenance on welding, grinding, and o
Engineering	Arc	Technical	00410ECRS	Track Welder - Second Year	This course provides technical and practical skills required to carry out track welding maintenance. Testing consists of face and root bends with oxy-acetylene and arc. Course topics include: -Braze welding, brazing and soldering -Hardfacing - oxy-acet
Engineering	Arc	Technical	00411ECRS	Track Welder - Third Year	This course provides technical and practical skills required to complete track welder training. Formal training consists of completing classroom and workshop skills in welding all track components removing defects on metal with electric arc using compress
Engineering	Inspection & Maintenance	Technical	00616EPRG	Extra Gang Foreman	This program consists of 3 levels of Extra Gang Foreman training. Each level has a duration of 2 weeks and includes both technical training as well as soft skills training. Each level has a prerequisite of the level before it. Level 1 - Courses inc
Engineering	Signals & Communications	Technical	00670ECRS	S&C Technician Trainee Program - OJT	The TTP OJT is a guide that ensures you can properly apply the theory learned in the various TTP courses. It is to be used as a reminder of the necessary steps to take when performing a task as well as an instrument to track your progress in such a task.
Engineering	Signals & Communications	Technical	00615EPRG	S&C Technician Trainee Program (TTP)	The objectives of this program are: to develop qualified technicians in a predictable, consistent and reliable manner; to provide the technician trainees with a base of skills, abilities, and knowledge in preparation to their future appointment to techni

Group	Subject	CGroup	Coruse Code	CourseTitle	Description
Environment	Environmental Awareness	Technical	00195ECRS	Environmental Awareness	This course includes an introduction to environmental awareness which enlightens our employees to environmental responsabilities both at home and at work. More importantly, it introduces Canadian National Environmental Policy to employees.
Environment	Environmental Awareness	Technical	01177ECRS	Federal Requirements Presentation	
Environment	Environmental Awareness	Technical	01926ECRS	Environmental Compliance - US	This course will provide an overview of CN Environmental policies that are to be followed in the United States. It will review various topics such as storage, wastewater management, regulatory requirements, environmental waste disposal, construction requi
Environment	Environmental Awareness	Technical	01927ECRS	Environmental Compliance - Canada	This course will provide an overview of CN Environmental policies that are to be followed in Canada. It will review various topics such as storage, wastewater management, regulatory requirements, environmental waste disposal, construction requirements
Environment	Environmental Awareness	Technical	01928ECRS	Environmental Protection for Engineering	This course will cover Environmental regulatory requirements with respect to Engineering projects such as culvert work, bridges, structures, interceptors, erosion controls etc.
Environment	Environmental Awareness	Technical	01026ECRS	CN IC Environmental Management Training	The goal of this course is to familiarize employees with the implications of Responsible Care for CNIC. The course topics include: Introduction; Spill and Tanks; Waste Management; Waste Water Management
Financial	Finance	Technical	01990ECRS	Computer Skills Training Workshop for Strategic Financial Planning	A Workshop (8 hrs) and User Guide to train Strategic & Financial Planning group employees to use Excel and Access skills to cleanse and manipulate data.
Health & Safety	First Aid, Standard	Safety	02985ECRS	Introduction to Blood Borne Pathogens	Familiarize participants with blood borne pathogen (hazards), company policies, universal precautions, and availability of vaccines.
Health & Safety	Safety	Safety	03005ECRS	CN Contractor Management Training	The CN Contractor Management Training course introduces Operations Supervisors to the Contractor Safety Process designed to ensure that all CN Contractors, Sub-contractors and thei employees are properly trained and comply with CN's Safety Policies and G
Health & Safety	Alertness	Safety	03021EV01	CN Risk Assessment - USA	This web based training will describe risk assessment methods and the documentation requirements at CN in the United States.
Health & Safety	COSH Canada Labour Code	Safety	00121ECRS	Canada Labour Code Training (COSH)	This course has been design to acquaint employees with Canada Labour Code regulations.
Health & Safety	Hearing Conservation	Safety	00125EV02	Hearing Conservation – T,E,&Y - US	This training provides hearing conservation training as required by FRA Federal Regulations 49 CFR 227.119, and
Health & Safety	Fall Protection	Safety	00715ECRS	Ladder Safety	The goal of this course is to teach employees the essential elements of safety while using ladders which are: Proper ladder selection, inspection, maintenance, use and storage.
Health & Safety	Occupational Health	Safety	01036ECRS	Highway To A Healthy Back	The need for this course is a result of Canada Labour Code standards. The goal of this course is for trainees to learn ways to care for their back and prevent back strains and injuries. At the end of this course, trainees will be able to do the followin
Health & Safety	Occupational Health	Safety	01037ECRS	Back Care	The purpose of the Back Care course is to provide trainees with a basic knowledge of back injury prevention and recovery. It was originally developed by CN Occupational Health Services. The goal of this course is to help trainees gain a better understand
Health & Safety	Safety	Safety	02989ECRS	Lead in Construction	Familiarizes employees with the health hazards of lead, means of personal protection, and requirements of OSHA Construction Lead Standard 29 CFR 1926.63.
Health & Safety	Alertness	Safety	03021ECRS	CN Risk Assessment	This web based training will describe risk assessment methods and the documentation requirements at CN.
Health & Safety	Respiratory Protection	Safety	01030ECRS	Respirator Training	Note: there is to be a review every year to ensure the user remains qualified. The review must cover the same topics as the course but not in a formal setting. If the review indicates an employee is not fully qualified then they must take the formal trai
Health & Safety	Respiratory Protection	Safety	01030EV01	Respirator Training - Transcona Truck Annex	This is hands-on training required to demonstrate the proper use and maintenance of the supplied air system in the Transcona Truck Annex
Health & Safety	Loss Control	Safety	00122ECRS	Fire Loss Control	This course is designed to communicate to managers that fire loss control is a moment-to-moment responsibility of supervision. Fires can be prevented, contained, extinguished and escaped. Each of these is an important part of fire loss control. The action
Health & Safety	Hearing Conservation	Safety	00125ECRS	Hearing Conservation - Two Hours	The course goal is to ensure employees are trained to take the necessary steps to protect their hearing against noise induced hearing loss.
Health & Safety	Lock-out, Tag out	Safety	00437ECRS	Lock out / Tag out	The goal of this course is to teach electrical employees to safely lock out and tag out electrical components that could become live. Course topics include: -Identifying the hazard -Testing the circuit -Applying lockout -Use of insulated material T
Health & Safety	Occupational Health	Safety	00440ECRS	Back Care For LCS Beltpack Operators	The goal of this course is to provide trainees with the skills and knowledge required to prevent backache associated with beltpack use
Health & Safety	Loss Control	Safety	00907ECRS	Fire Extinguisher Training	The training program uses a computer-based simulator to create real fire situations. Trainees learn how to assess a fire and handle an extinguisher properly using the simulation. The course topics include: Five realistic fire scenarios are assessed
Health & Safety	Loss Control	Safety	00907EV02	Fire Extinguisher Training	This is a CN-led workshop describing the regulations and basic operation of fire extinguishers
Health & Safety	Safety	Safety	02608ECRS	MSHA Hazard Training	Two hour hazard training course required under the MSHA
Health & Safety	Loss Control	Safety	00907EV01	Fire Extinguisher Training - Advanced	Simulator recreates live fire situations and trainees learn how to extinguish at least five fire types. More indepth content coverage and more practice is given in the Advanced course than in the basic. The course topics include: Five different typ
Health & Safety	General	Safety	02994ECRS	Switching Operations Fatalities Analysis (SOFA)	The goal of this course is to review with rail operating personnel the five Lifesavers associated with the SOFA program in the CN Southern Region.

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Health & Safety	Accident-Incident Investigations	Safety	00129ECRS	Systematic Cause Analysis Technique (SCAT)	The goal of this course is to teach trainees how to use the SCAT Chart. Course topics include: -Description of accident/investigation investigation -Evaluation of loss potential -Type of contact or near contact -Immedi
Health & Safety	Fall Protection	Safety	00543EV02	Fall Protection - Scaffolding DOCS Awareness	The goal of this course is to review the scaffolding techniques involved in erecting and dismantling scaffolds, and regulations
Health & Safety	Fall Protection	Safety	00561EV02	Locomotive Fall Protection Awareness	The goal of this course is to acquaint employees who are require to wash windows and sanding locomotives on body harness and apply fall protection when working. The course topics include: Fall Protection requirements; hands on training with full body har
Health & Safety	Fall Protection	Safety	00584EV01	Fall Protection - OJT/Refresher - 4 Hours	This course will be an On the Job training review of equipment and procedures
Health & Safety	Health & Safety	Safety	00731EV02	Workplace Inspection	This is a module from the Joint Health and Safety Program
Health & Safety	Health & Safety	Safety	00731EV03	Legislation	The goal of this course is to provide all JHSC members with the basic knowledge on applicable occupational health and safety legislation, and obligations of the company and its employees
Health & Safety	Fall Protection	Safety	00871ECRS	Fall Protection - Bucket Truck	The course will cover the applicable Fall Protection procedures required when working from a bucket truck
Health & Safety	Rules	Safety	01911ECRS	DOT Drug and Alcohol Regulations Overview	This training is conducted in accordance with 49 CFR, Part 219.11(g) which requires that supervisors be trained in the signs and symptoms of alcohol and drug influence, intoxication and misuse in order to conduct FRA Mandatory Reasonable Suspicion Testing
Health & Safety	Accident-Incident Investigations	Safety	00120ECRS	Accident/Incident Investigation and Reporting	The goal of this course is to provide the skills necessary to conduct an accident/incident investigation and to report findings and recommendations using accepted terminology and concepts. This course covers the following topics: Legal requirement
Health & Safety	Confined Space	Safety	00194ECRS	Confined Space - Risk Assessment	This course provides trainees with the skills and knowledge required to conduct a risk assessment and write procedures for a confined space. Course topics include: -Use the hazard check list -Use a risk and a probability chart to determine the hazard l
Health & Safety	Emergency	Safety	00206EV02	First Aid - US	Included in this course are the following: a) the provision of basic first aid and the first aid attendant's role and obligations in relation to basic first aid; b) emergency scene management; c) cardiopulmonary resuscitation; d) medical e
Health & Safety	Fall Protection	Safety	00217ECRS	Fall Protection - Engineering - Employees	This course provides trainees with the knowledge, procedures, and skills needed to ensure safe working conditions and to eliminate injuries. Course topics include: -Fall protection basics -Anchorage -Connecting means -B
Health & Safety	Fall Protection	Safety	00541ECRS	Fall Protection - Rescue - Bridge Deck	The goal of this course is to provide employees with fall protection rescue techniques from bridge decks to ensure a safe workplace and to meet Canada Labour Code requirements; to motivate and train employees in how to perform emergency rescue and to deve
Health & Safety	Fall Protection	Safety	00561ECRS	Fall Protection - Mechanical	The goal of this course is to provide Mechanical and Intermodal employees with fall protection training in fall protection equipment, basics, techniques and procedures to ensure a safe workplace and to meet Canada Labour Code requirements; to motivate and
Health & Safety	Fall Protection	Safety	00561EV03	Fall Protection - Mechanical (US)	The goal of this course is to provide Mechanical and Intermodal employees with fall protection training in fall protection equipment, basics, techniques and procedures to ensure a safe workplace and to meet OSHA requirements; to motivate and train employe
Health & Safety	Fall Protection	Safety	00584ECRS	Fall Protection - OJT/Refresher	The goal of this course is to update a student's knowledge and/or skills in the application of Fall Protection procedures. This course will be used to cover the following training : 1. employees who have not used Fall Protection equipm
Health & Safety	Health & Safety	Safety	00731EV05	Safety in the Workplace	This training will introduce the supervisor to CN Safety Management System, Canada labour Code and Accident Investigation. Module 1: Canada Labour Code and CN Safety Management System. It covers employer, employee obligations, safety processes
Health & Safety	Health & Safety	Safety	01194ECRS	Line Management Safety Practices	The course goal is to provide the participants with a basic understanding of safety and its application to the railway. This Supervisors Safety Training Course Broadly Covers Seven Subject Areas: •Cost And Operational Impact Of Safety •
Health & Safety	Alertness	Safety	01502ECRS	Taking Personal Control of Safety	Injury Prevention Skills Seminar: Physical plus mental control of self, attention control mechanisms, positive communications skills with supervisors, coworkers and family on safety, stress and fatigue reduction techniques.
Health & Safety	Health & Safety	Safety	01552ECRS	Line Management Safety Practices 2	Upon completion of this course trainees will be able to: •Regulatory Requirements Related to Risk Assessment and Control; •Basic Risk Assessment Techniques; •Accident Cause Finding and Analysis; •Efficiency Testing(PMRC)
Health & Safety	Safety	Safety	02983ECRS	MSHA Independent Contractor	MSHA Annual Refresher Training for Independent Contractors
Health & Safety	Fall Protection	Safety	00013ECRS	Fall Protection - Signals & Communications - Supervisors	The goal of this course is to provide trainees with the knowledge, procedures, and skills needed to ensure a safe work environment on elevated structures such as wayside signals and bridges. This will be done in accordance with legislation, regulations an

Group	Subject	CGroup	Coruse Code	CourseTitle	Description
Health & Safety	Confined Space	Safety	00193EV01	Confined Space - Entry - US (Adapted for US regulations)	Confined Space training is required for employees whose duties include working in an enclosed environment that was not designed for human habitation. The goal of this course is to teach trainees safe practices and procedures required for confin
Health & Safety	Fall Protection	Safety	00215ECRS	Fall Protection - B&S - Employees	The goal of this course is to provide B&S employees with the skills and knowledge required to use and install fall protection systems or equipment. This will be done in accordance with legislation, regulations, and company policy. Course topic
Health & Safety	First Aid, Standard	Safety	00284ECRS	First Aid - Standard	When you are in : - An office, and the ambulance response time is Less than 2 hours, the training required is Basic First Aid. -An office, and the ambulance response time is More than 2 hours, the training required is Standard First Aid.
Health & Safety	Fall Protection	Safety	00333ECRS	Fall Protection - Signals & Communications - Employees	The goal of this course is to provide employees with the skills and knowledge required to use and install fall protection systems or equipment on elevated structures such as wayside signals and bridges. This will be done in accordance with legislation, r
Health & Safety	Fall Protection	Safety	00543EV01	Fall Protection - Scaffolding Review	The goal of this course is a review of the scaffolding manual and the techniques involved in erecting and dismantling scaffolds
Health & Safety	Health & Safety	Safety	00731EV06	Health and Safety Training Program for ATS and RRTP	The Joint Health and Safety Committee training is an investment in CN's Health and Safety Committees. Developed jointly by management and unions in 1997, the goal of this two day course is to provide all Health and Safety Committee members with the skills
Health & Safety	Accident-Incident Investigations	Safety	00917ECRS	Derailment Investigation	This course was developed to provide Operations Supervisors with basic knowledge of derailment investigation techniques to conduct thorough and safe investigations into derailment/ incidents. It provides vital information on such areas as preliminary i
Health & Safety	Fall Protection	Safety	02614ECRS	Fall Protection – Ore Dock (Northern Division)	Apprise employees of relevant federal regulations (1926 Subpart M). Provide skills and knowledge to inspect, use, install and remove fall protection systems and equipment. Use of company approved rescue equipment and systems and follow established
Health & Safety	Confined Space	Safety	00193ECRS	Confined Space - Entry	The goal of this course is to teach trainees safe practices and procedures required for confined space entry. Course topics include: -Definition -Identify confined space -Hazards associated with confined space -Dete
Health & Safety	Fall Protection	Safety	00009ECRS	Fall Protection - Pole Top Rescue	This course provides trainees with the skills and knowledge required to safely carry out pole line maintenance and construction. Course outline: - Introduction - equipment and climbing – body belt and gut strap
Health & Safety	Fall Protection	Safety	00543ECRS	Fall Protection - Scaffolding - B&S Employees/Supervisors	The goal of this course is to provide B&S employees with the skill and knowledge required to erect, inspect, use and dismantle scaffolding in accordance with the federal regulations and CN policies as outlined in the Scaffolding Manual; to motivate and t
Health & Safety	Health & Safety	Safety	00731ECRS	Joint Health and Safety Committee Training	The Joint Health and Safety Committee training is an investment in CN's Health and Safety Committees. Developed jointly by management and unions in 1997, the goal of this three day course is to provide all Health and Safety Committee members with the skil
Health & Safety	Fall Protection	Safety	00215EV01	Fall Protection Training - Inspectors	The goal of this course is to provide B&S employees with the skills and knowledge required to use and install fall protection systems or equipment. This will be done in accordance with legislation, regulations, and company policy. The course will emph
Health & Safety	Health & Safety	Safety	00731EV04	Joint Health and Safety Committee Training - US	The goal of this course is to provide all JHSC members with the basic knowledge on applicable occupational health and safety legislation, and obligations of the company and its employees
Health & Safety	Health & Safety	Safety	00619EPRG	Joint Health And Safety Training Program	The goal of this program is to provide all employees with the tools and techniques to ensure a healthy, safe, and productive work place. The objectives are to promote increased health and safety skills and awareness culminating in worker well being in an
Human Resources	Collective Agreements	Technical	02566ECRS	Collective Agreement 4.16 – Article 41 – Arbitration Awards: Yard/Road Restriction	The goal of this course is to provide training on the interpretation and application of those provisions in Article 41 that dictate the rules we are obligated to enforce in our workplaces. Your role is to transfer this information to your colleagues and w
Human Resources	Collective Agreements	Technical	02567ECRS	Collective Agreement 4.16 – Article 51 – Arbitration Awards: Booking Rest	The goal of this course is to provide training on the interpretation and application of those provisions in Article 51 that dictate the rules we are obligated to enforce in our workplaces.
Human Resources	General	Management	03019ECRS	Drug Recognition Course - Canada	If you are a manager and you suspect drug use may be the cause of an employee's performance problems, there are signs and symptoms you can look for. The course aims to provide managers with the knowledge to help them recognize the physical and behavioural
Human Resources	Prevention	Technical	01517EV01	Living Well With Stress	Workplace stress can be triggered from many sources, including feeling that there is too much to do with not enough time, worrying about being laid off or dealing with a difficult co-worker. When combined with pressures and responsibilities outside of wor
Human Resources	Prevention	Technical	01517EV02	Boosting Your Positive Outlook	Consistently focusing on the negative side of an issue can greatly contribute to stress. When thinking this way, physical changes take place in the body's chemistry increasing stress levels and affecting performance and well-being. This session equips par
Human Resources	Prevention	Technical	01517EV03	Stress Relaxation Techniques	Our minds and bodies need rest and recovery breaks to allow us to relax and to reduce the effects of stress. While everyone has days that are more hectic and unfocused, consistently feeling "stressed out", rushed and constantly on the go can have a detrim

Group	Subject	CGroup	Coruse Code	CourseTitle	Description
Human Resources	Prevention	Technical	01518EV03	Making Time Work for You	Most of us are often under some pressure to produce expected results. Frequently, it may feel as though the day is not long enough for an individual to be able to meet all his/her commitments and deadlines. Participants will learn that an individual canno
Human Resources	Prevention	Technical	01518EV04	Effective Communication at Work	In order to communicate effectively, individuals have to master the techniques of effective listening and self-expression. These skills involve verbal and non-verbal behaviours as well as the ability to speak with persuasion and confidence. This seminar l
Human Resources	Prevention	Technical	01518EV05	Creating a Great Family Life	Decades ago, the definition of family seemed to fit into a neat "box"; there was Mom, Dad, the kids and the extended family. The traditional definition is no longer sufficient to describe this social institution, as the definition of a "family" is signifi
Human Resources	Prevention	Technical	01518EV06	Enhancing Couple Relationships	A loving relationship can be one of the most rewarding experiences in life. Early on, people tend to focus most of their energy and attention on their partner and the relationship. Laughter and compromise come easy, and the relationship may seem effortles
Human Resources	Managing Work/Process	Management	01936EV12	Q4 Leadership Assessment (IT)	A survey, report and workshop on understanding your proficiency in the various Q4 Leadership behaviours
Human Resources	Managing Work/Process	Management	02987ECRS	How We Work and Why Tutorial	To run the best railroad in the business, we work hard, and we have to continually improve the way we do business. Understanding why we work this way is the first step, learning how to do it is the second step, and sticking with it, day in and day out, is
Human Resources	Customer Service	Management	00723EV01	Serving Customers the Intermodal Way	This interactive session has been designed to help participants make the links between their day-to-day work and CN's customers and by doing so, determine ways to help improve customer satisfaction. Participants will be able to explain the importance of
Human Resources	Prevention	Technical	00952ECRS	Critical Incident Response Program (CIRP)	The main goal of this course is to explain the protocols and to clarify the guidelines around what a critical incident is and relief from duty. It is also to provide supervisors an opportunity to be trained in the Critical Incident Response program.
Human Resources	Prevention	Technical	01516ECRS	Depression Prevention	Depression is often misunderstood and as a result often goes untreated. This workshop debunks some of the myths about depression and gives a clear overview of the causes and symptoms of this treatable disease. Peers will learn how to recognize if someone
Human Resources	Managing Work/Process	Management	01936EV03	ABC Awareness Presentation	This presentation provides an understanding of why CN must change, the link between the five guiding principles and people's behaviour, and the ABC methods. It is designed to provide information, but not to teach the ABC methods. The three-day workshop "H
Human Resources	Supervisors - Operations	Technical	03025EV02	Coaching Workshop - 2 Hours	This workshop, building on previous ABC learning, focuses on coaching with a heavy emphasis on learning and practicing coaching techniques. The workshop covers the GROW model of coaching conversations, providing participants with the knowledge and practic
Human Resources	Prevention	Technical	01512ECRS	Violence Prevention Program	The main objective of this workshop is to help EFAP Peers to increase their level of awareness and understanding of violence, whether it is occurring in the workplace or in the home. The workshop will identify categories of violence and the associated beh
Human Resources	Prevention	Technical	01515ECRS	Suicide Prevention: A Guide for CN Peers	This workshop explores some of the complexities of suicide and focuses on how Peers might be able to help avoid some suicides. The workshop reviews the reasons why people commit suicide, identifies some of the early warning signs of suicide and provides a
Human Resources	Prevention	Technical	01517ECRS	Stress Series	The following three workshops have been designed as one hour sessions that can be combined to make up a two or three hour workshop. Since one builds upon the other, it is recommended that individual sessions be taken in sequence. Understanding Stress St
Human Resources	Prevention	Technical	01518EV01	Creating Balance in Your Life	In today's environment of competing demands, relentless commitments and a consistent feeling of time shortage, balance often does not come easily or naturally. A conscious effort, deep commitment and clear priorities are required to create and protect one
Human Resources	Prevention	Technical	01518EV02	Living Well with Shift Work	Research shows that 80% of all shift workers live with concerns or challenges in one or more of the following areas: dealing with chronic fatigue; maintaining a well-balanced, healthy diet; and coping with the stress that results from fluctuating work hou
Human Resources	Prevention	Technical	01519ECRS	Conflict Series	The following three workshops have been designed as one hour sessions that can be combined to make up a two or three hour workshop. Since one builds upon the other, it is recommended that individual sessions be taken in sequence. Understanding Conflict
Human Resources	Prevention	Technical	01519EV01	Dealing with Difficult People	Workplaces can breed high achievement and effective teamwork. They can also be places where employees become regularly frustrated or annoyed with coworkers, be they bullies, people-pleasers, whiners and/or gossips. Developing techniques to address these c
Human Resources	Prevention	Technical	01519EV02	The Art of Managing Conflict (Basic)	Conflict is a common part of life, a natural result of people having different points of view, values and beliefs. Left unaddressed workplace conflict can lead to increased absenteeism and reduced productivity. When well managed, conflict can enhance rela
Human Resources	Prevention	Technical	01519EV03	Conflict Resolution in the Workplace (Advanced)	Conflict is difficult to avoid even when people try to do so. In the workplace, unresolved conflict has a negative impact on people, teamwork, departments and entire organizations – or, in other words, on productivity and morale. The approach people take
Human Resources	Prevention	Technical	01520ECRS	Gambling Addiction	The impact of problem gambling on families, friends and co-workers is not dissimilar to that of problem drinking. Although much has been in the news about this ever-growing problem, few of us really understand it's causes or how we can assist someone we
Human Resources	People Skills	Management	01581ECRS	Presentation Skills for Employee and Family Assistance Program (EFAP) Peers	One of the greatest challenges faced by the EFAP Peers is finding effective ways of promoting the program. This workshop will increase the participant's confidence in public speaking and will prepare them to give highly effective presentations
Human Resources	People Skills	Management	01915ECRS	Getting Results - The ABC science of performance improvement	This workshop introduces participants to the Getting Results model based on applied behavioral science. Students learn how antecedents and consequences influence human behavior. The types of consequences, application, and effect are explored in depth as
Human Resources	Prevention	Technical	01989ECRS	Mental Health Awareness for EFAP Peers	This workshop introduces and sensitizes trainees to issues of mental health in the work environment, recognizes how CN EFAP Peers can play a role in appropriate interventions in the workplace.
Human Resources	Prevention	Technical	03013ECRS	Easing Pressure	A Sheppell*fgi course for EFAP Peers on dealing with Stress

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Human Resources	Prevention	Technical	03026ECRS	Substance Abuse Prevention	Course for EFAP Peers provides an overview of the most common drugs in use today and how they impact performance in the workplace and models for helping. The training also provides Peers with models for understanding addictions and helpful ways to approa
Human Resources	People Skills	Management	00058EV01	Communication for Lead Hands	Participants will learn: - the communication process - ways to overcome communication barriers - five listening techniques - steps in giving and getting information
Human Resources	Prevention	Technical	01455ECRS	Peer Support And Motivational Communication (Helpful Perspectives For CN Peers)	One of the primary roles of a CN EFAP Peer is to refer employees and their family members to professional services when appropriate. But how do you know if someone is ready to seek help? This workshop will help EFAP Peers to listen to clues that will tel
Human Resources	Prevention	Technical	01513ECRS	Just Being There: A Grief Awareness Program for CN Peers	This workshop is designed to increase the participant's knowledge about the nature and process of grieving and to develop the skills required to support those faced with grief within the parameters of the Peer role. The workshop builds upon the participan
Human Resources	Prevention	Technical	01514ECRS	The Principles of Critical Incident Stress: Trauma Debriefing	This workshop is intended to increase the skills of Peers who have been trained in CN's Critical Incident Response Program and who have supported co-workers who have experienced Critical Incidents. The workshop focuses on a specific intervention, known as
Human Resources	People Skills	Management	01908EV01	Fundamentals of Coaching	
Human Resources	People Skills	Management	01908EV02	Directing Style and Feedback	
Human Resources	People Skills	Management	01908EV03	Coaching and Encouraging Style	
Human Resources	Managing Work/Process	Management	01909ECRS	Moving to Supervision	Upon completion of this course trainees will be able to: Describe some typical challenges faced by new supervisors Explain the FLS key result areas and the CN competencies which support each one Describe the changes encountered in movi
Human Resources	Business	Technical	01934ECRS	Managing Your Expenses Using SAP	Five principles guide operations at CN – service, cost control, asset utilization, safety, and people. By managing their expenses, CN supervisors and managers can positively impact two of the guiding principles – cost control and asset utilization. This
Human Resources	Police	Technical	01967ECRS	Police Media Relations	This course is designed for specified employees in CN Police
Human Resources	Customer Service	Management	02571ECRS	Fill the Train - Smooth the Freight: Essential Customer Service Skills	This course provides customer service representatives with the essential customer service skills to answer customer calls. During the calls, they will: keep the discussion professional and positive, leaving the customer with the understanding that de
Human Resources	People Skills	Management	00289EV01	Introduction to Conflict Management for Lead Hands	Conflict is a natural part of human interaction. Understanding the source of conflict and our individual styles in responding to conflict enables us to find ways to resolve the source of conflict. Participants diagnose and understand conflicts that occur
Human Resources	Prevention	Technical	01518ECRS	Work/Life Balance Series	The following three workshops have been designed as one hour sessions that can be combined to make up a two or three hour workshop. Since one builds upon the other, it is recommended that individual sessions be taken in sequence. Understanding Balance H
Human Resources	Collective Agreements	Technical	01837ECRS	Labour Relations Basics For First Line Supervisors (Canada)	This course is delivered as one module within the framework of the First Line Supervisor training program. This six-hour module covers the basic concepts of Labour Relations from the viewpoint of the newly promoted first line supervisor or newly hi
Human Resources	Collective Agreements	Technical	01837EV01	Labor Relations Basics For First Line Supervisors (US)	This four-hour module covers the basic concepts of Labor Relations from the viewpoint of the newly promoted first line supervisor (i.e. basic labor issues to supervise effectively in a unionized environment).
Human Resources	Collective Agreements	Technical	01961ECRS	Introduction to Running Trades	Module I covers the terminology and scope of the agreements, and prepares students to navigate the agreements. In Modules II and III students learn about the career and promotion paths of running trades employees. They then become familiar with the ser
Human Resources	Managing Work/Process	Management	01969ECRS	Performance-Based Leadership (PBL) Online	This on-line course offered by the Continuous Learning Group (CLG) is the first requirement in the ABC Internal Consultant Development Program. It consists of a pre-test, course and post-test on the basic concepts of Applied Behaviour Science, the foundat
Human Resources	Managing Work/Process	Management	02603ECRS	Employee Performance Scorecard (EPS) Workshop (Canada)	This course will give supervisors and managers the tools to introduce EPS to their unionized staff. Extending our Employee Performance Scorecard process to our union employees will ensure that these employees have regular feedback against measures linked
Human Resources	Supervisors - Operations	Technical	03025EV01	Coaching Workshop	This workshop, building on previous ABC learning, focuses on coaching with a heavy emphasis on learning and practicing coaching techniques. The workshop covers the GROW model of coaching conversations, providing participants with the knowledge and practic
Human Resources	People Skills	Management	00238ECRS	Instructor Training - One Day Workshop	This workshop is intended for the content expert who has little or no experience as an instructor and who has been assigned to lead a training event such as a workshop, seminar or course using a prepared instructor guide. This person does not normally ins
Human Resources	Managing Work/Process	Management	00357EV01	Managing Problems Effectively (Lead Hand)	
Human Resources	People Skills	Management	00627EV01	Interacting With Greater Influence	Influencing others through communication is a key skill in building strong working relationships and achieving results. The focus of the course is on the techniques and skills required to interac effectively and to influence others positively. Ou
Human Resources	Collective Agreements	Technical	00781EV01	Introduction to Labour Relations - 10.1 - OSDP	The goal of this course is to ensure that CN supervisors can: Respond to labour-management conflicts in a non-confrontational manner; Interpret key collective agreement articles in light of specific workplace events; Exercise their management rights with
Human Resources	People Skills	Management	00866EV02	Job Coaching for Lead Hands	Individual performance results depend on role and goal clarity, ability and willingness. Ability is effective by knowledge, skills, resources and work environment. Ability can be enhanced in many different ways; when there is a need to improve knowledge o

Group	Subject	CGroup	Course Code	Course Title	Description
Human Resources	Performance Management	Management	00992EV01	Managing a Team (Lead Hand)	Lead hands are expected to take on more of a team leader role and to support team members so they can achieve expected results. Lead hands accomplish this daily through their interactions with team members. It is part of the Lead Hands Training Program.
Human Resources	Teamwork/Collaboration	Technical	01907ECRS	How We Work and Why Workshop	Upon completion of this course trainees will be able to: Articulate how our five guiding principles meet CN's commitment to the customer and the railroad's shareholders. Explain how the service plan supports the principles. Ident
Human Resources	Managing Work/Process	Management	01936EV01	Leadership Dialogue	This session is the first day of the three-day workshop "How We Work and Why, The ABCs of Performance and People." This eight-hour session, led by executive leaders in the operation and the People department, outlines where CN is going and what we need to
Human Resources	Managing Work/Process	Management	01936EV05	Performance-Based Leadership (PBL) Workshop	The 2-day ABC Workshop reduced to 1 day to focus on the development of personal CAPS based on People business results. Full 2 days not required if HRMs have already attended the People Workshop and Retooling the Shops Workshop. Available in English onl
Human Resources	Managing Work/Process	Management	01936EV08	Q4 Leadership Workshop	This workshop focuses on Quadrant Four Leadership, CN's desired leadership model. Quadrant Four (Q4) leaders get results and sustain them because their people want to perform. Q4 leaders build a positive work environment where people know what to achieve
Human Resources	Managing Work/Process	Management	01936EV09	Q4 Launch	Building on the Q4 Leadership sessions where the behaviors of Q4 leaders were defined, this workshop for key managers sets out the actions that need to happen for Q4 leadership to become embedded in the US Region
Human Resources	Managing Work/Process	Management	01970ECRS	The Essentials of Becoming an Internal Resource for ABC	This is a highly interactive alignment session for VPs of HR and the HR/OD professionals who will be serving as Internal Consultants. The DCOM analysis will serve as the framework for the session. Together, the VPs and Internal Consultants will: Direct
Human Resources	Managing Work/Process	Management	02573ECRS	Problem Solving Skills for ABC Internal Coaches	The transition from being an HR professional to being a "Performance Consultant" can be very challenging for both the individuals who sign up for the role as well as for the companies that undertake this new strategic direction for HR. Participants will d
Human Resources	Managing Work/Process	Management	02579ECRS	Basic Concepts of Project Management Fundamentals	This course helps participants develop and share a common vision of project management, discuss the basic concepts underlying this management approach, understand the related impacts and advantages, and learn project planning, tracking and control techniq
Human Resources	Process	Management	02580EV01	Leading Process Improvement (Day 3)	This interactive workshop is Day Three of the Leading Process Improvement course that is scheduled four to six weeks after the initial two-day workshop. This workshop continues the learning on process improvement by enhancing process mapping skills, inclu
Human Resources	Managing Work/Process	Management	02586ECRS	Human Aspects of project management - Basic	The course is founded on sound and recognized human resource and communication management practices. It is complemented with workshops during which participants are given the opportunity to better understand their leadership style and various approaches s
Human Resources	Managing Work/Process	Management	02586EV01	Human Aspects of project management - Advanced	The course is founded on sound and recognized human resource and communication management practices. It is complemented with workshops during which participants are given the opportunity to better understand their leadership style and various approaches s
Human Resources	Managing Work/Process	Management	02603EV02	Employee Performance Scorecard (EPS) Workshop Train-the-Trainer	This course prepares trainers to facilitate the EPS Workshop.
Human Resources	Managing Work/Process	Management	02604EV01	Writing Business/System Specifications - Abbreviated	How to capture requirements during requirements meeting and document requirements specifications
Human Resources	Customer Service	Management	02611ECRS	Managing the Tough Call: A workshop for customer service providers	This workshop is designed specifically for service-providers who must deal with concerned, frustrated and, at times, angry customers. It provides the model and the strategies to help you show the customer that even when there is an issue, CN puts Service
Human Resources	Customer Service	Technical	03007ECRS	Internal Customer Service	This workshop is designed specifically for internal customer service providers. It explains the model and strategies to help you deliver exceptional customer service to your colleagues. As an internal service provider, whether you are helping a colleagu
Human Resources	Business	Management	03008ECRS	CN is Your Business	CN supervisors need to make operational decisions with a business perspective and coach employees appropriately. To do this, they need to be savvy and comfortable with the business context in which CN operates and the fundamental financial and operating m
Human Resources	Managing Work/Process	Management	03017ECRS	Leadership Dialogue - Western Region	This one-day event is led by the Senior Vice-President of the Region. The purpose is to build railroad leaders for better business results. The goal is to improve terminal operation through enhanced operational skills. The focus is on operational metrics
Human Resources	Performance Management	Management	03023ECRS	Managing People for Performance	This one-day workshop provides the tools and processes to better manage people's performance. The topics are: improving attendance increasing rules compliance preventing work injuries managing overtime increasing the effectiv
Human Resources	Supervisors - Operations	Management	03025ECRS	RRTP Coach Workshop	This course provides coaching skills for those assigned as coaches for a railroader trainee. The course focuses on developing feedback and coaching skills within the context of developing new first line supervisors in the Railroader Trainee Program.
Human Resources	Managing Work/Process	Management	01971ECRS	Coaching and Facilitation Skills	Participants will practice coaching skills that will help them positively influence the behavior of others. Specifically, they will learn how to coach others to change their key behaviors needed to achieve stated, agreed-upon goals. Participants will unde
Human Resources	Managing Work/Process	Management	01972ECRS	Process Improvement Versus Behavior Change Opportunities	Participants will learn how to analyze all work as a process (i.e., a series of steps that produces an outcome). They will learn fundamental process improvement tools so they can analyze whether a performance problem is due to process issues, behavioral i
Human Resources	Collective Agreements	Technical	00870ECRS	Labour Relations and Investigations Review	This two part course for OSDP participants is a review of Labour Relation issues commonly dealt with by first-line supervisors, including insubordination, work refusal, extreme poor attendance, contracting out, as well as key articles in the Agreements fo

Group	Subject	CGroup	Coruse Code	CourseTitle	Description
Human Resources	People Skills	Management	00903EV01	Negotiation Skills - Rogen	Students will participate in several role-plays to acquire the tools to improve their negotiating abilities. This course is based on the model taught at the Harvard Business School. The following topics will be addressed: - the meanin
Human Resources	Prevention	Technical	00980ECRS	EFAP - Peer Support Training for EFAP Peers	The goal of this course is to provide the core skills and knowledge to individual peers in how to assist employees in need. Can also be resource training for supervisors and union representitives on how the program operates. Delivered with Critical Incide
Human Resources	General	Technical	01012ECRS	Start Up Tips for New Users	The purpose of this course is to introduce new employees to the mobile computers that they will use on the job. Enable employees, through the use of Job Aids, to become functional using XP, Lotus Notes, Email, CN Address Book, Notes Calendar, p-sync
Human Resources	Business	Technical	01558ECRS	Presentation Skills (Rogen)	This interactive, intense and practical session provides strong presentation skills. The course covers: - Planning business presentations, meetings and sales calls. - Components of effective communication - Presentations and critiquing (10 min. present
Human Resources	People Skills	Management	01894ECRS	Leader as Coach	Upon completion of this course, trainees will be able to: -Understand what motivates others -Observe and evaluate behavior -Create an environment for peak performance -Teach skills to others -Communicate effectively about performance -Coach using CN
Human Resources	People Skills	Management	01921ECRS	Leading the Customer	Leading The Customer has been specifically designed for anyone within CN who has a regular role in meetings, group sessions, and telephone calls with key customers - internal or external. This course will help participants address the challenges of: le
Human Resources	Managing Work/Process	Management	01936EV11	Business Results and the ABCs: Sustainability Session	This course, designed for the Eastern Region, supports the drive to sustain use of ABC skills. Agenda: Day 1 - Leadership Challenge - Our Goal: Q4 Leaders - Closing the Q4 Gaps - What We've Achieved – and How (the ABCs) - Reflections o
Human Resources	Managing Work/Process	Management	01973ECRS	Measuring Behaviour and Results	This course provides participants with skills to develop and implement performance measurement systems. Participants will learn how to measure both behaviors and results. This course focuses on developing measurement systems for regularly evaluating ongoi
Human Resources	Managing Work/Process	Management	02603EV01	Coaching for EPS	This course will give supervisors and managers the tools to introduce EPS to their unionized staff. Extending our Employee Performance Scorecard process to our union employees will ensure that these employees have regular feedback against measures linked
Human Resources	Managing Work/Process	Management	02604ECRS	Writing Business/System Specifications - Detailed	How to capture requirements during requirements meeting and document requirements specifications
Human Resources	Managing Work/Process	Management	01954ECRS	EHH Camp	Over the past few years, CN has made good progress in its mission to be the best run Class I railway in North America, but must go farther again than the total distance we have come already. This is a big challenge but entirely doable if we all know the p
Human Resources	Managing Work/Process	Management	01954EV01	EHH Trainmaster Camp	CN's trainmasters are key to driving the changes we need through leadership and an uncompromising commitment to the fundamentals of great railroading: Safety, Service, Asset Utilization, Cost and People. To create an even deeper understanding of the expec
Human Resources	Managing Work/Process	Management	01974ECRS	Consulting Skills	The transition from being an HR professional to being a "Performance Consultant" can be very challenging for both the individuals who sign up for the role as well as for the companies that undertake this new strategic direction for HR. Participants will d
Human Resources	Managing Work/Process	Management	00374EV01	Managing Projects - 24 Hours	
Human Resources	People Skills	Management	01908EV04	Coaching for Managers - Train the Trainer	Coaching is at the heart of developing employee performance, and employee performance is how we achieve operational and business results. Effective leadership behaviour rests on the ability to select and use the style (directing, coaching, enc
Human Resources	Managing Work/Process	Management	01931ECRS	Retooling the Shops: ABC Workshop	This workshop supports an initiative focused on productivity and practices in the Mechanical shops. An essential element of this initiative are the ABC tools, which are integrated in this workshop to show managers and supervisors how to take action on cha
Human Resources	Managing Work/Process	Management	01936EV06	Performance-Based Leadership (PBL) Train-The-Trainer	This course prepares participants to facilitate, instruct, and coach leaders through the PBL workshop. It also provides them with the tools and practice for educating leaders on PBL principles and tools in-the-moment during coaching discussions. They will
Human Resources	Managing Work/Process	Management	01953ECRS	Executive Development Program (EDP I)	This session is not training, but an assessment of executive capabilities against CN's competencies in a workshop setting conducted by PDI. There is pre-work (360, etc) to the session which consists of four simulations (meeting with a direct report, custo
Human Resources	Managing Work/Process	Management	01953EV01	Executive Development Program for Senior Managers(EDP II)	This session is not training, but an assessment of senior manager capabilities against CN's competencies in a workshop setting conducted by PDI. There is pre-work (360, etc) to the session which consists of four simulations (meeting with a direct report,
Human Resources	Managing Work/Process	Management	01953EV02	Executive Development Program for Middle Managment (EDP III)	This session is not training, but an assessment of senior manager capabilities against CN's competencies in a workshop setting conducted by PDI. There is pre-work (360, etc) to the session which consists of four simulations (meeting with a direct report,
Human Resources	Managing Work/Process	Management	01975ECRS	Implementing Performance Catalyst™	Participants will learn CLG's Performance Catalyst process and tools. This process provides practical tools for implementing large-scale organizational change using behavioral principles as the foundation for achieving and sustaining change. Depending upo
Human Resources	Process	Management	02581ECRS	Managing Work Processes	This workshop examines the different concepts involved in managing work processes and effecting process improvement. Topics covered include situation assessment, problem solving, measuring and decision making.
Human Resources	Managing Work/Process	Management	02605ECRS	Facilitating a Requirements Discovery Session - Basic	Learn how to organize and facilitate requirements meetings and practice various skills for requirements elicitation.
Human Resources	Managing Work/Process	Management	02605EV01	Facilitating a Requirements Discovery Session - Advanced	Learn how to organize and facilitate requirements meetings and practice various skills for requirements elicitation.

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Human Resources	Finance	Management	01895ECRS	Finance for CN Executives	External supplier: McGill University International Executive Institute (Supplier requires access to CN content specialists for uniform delivery).
Human Resources	Finance	Management	01895EV01	Finance for CN Managers	External supplier: McGill University International Executive Institute (Supplier requires access to CN content specialists for uniform delivery).
Human Resources	Supervisors - Operations	Management	03006EPRG	Supervisor Fast Start Program	This five-day program is designed for employees entering supervision and is focused on understanding the supervisor role at CN. The program includes the following courses: - Move to Supervision (what is supervision) - Making the Most of Your Time
Intermodal	Intermodal	Technical	00637EV05	Groundperson Hand and Horn Signals Procedures	The purpose of this course is to teach Intermodal Groundspeople hand & horn signals procedures.
Intermodal	Intermodal	Technical	00637EV06	Radio Procedures	The purpose of this course is to teach Intermodal Groundspeople radio procedures.
Intermodal	Intermodal	Technical	00637EV12	Working with Extensions on High Loads	The goal of this course is to teach new Intermodal Groundpersons (helpers) how to assist other terminal personnel including Heavy Equipment Operators, Equipment Operators, Mechanics, to work with extensions on high loads.
Intermodal	Safety	Technical	01028ECRS	Fire Suppressions Systems - Vehicle	Heavy Equipment Operators (and other Intermodal terminal employees) will be able to use the fire suppression systems available on IM Heavy Equipment in case of fire. Will also be able to inspect the fire suppression systems daily and monthly, given approp
Intermodal	Intermodal	Technical	00637EV01	Introduction to the Intermodal Groundperson Program	The purpose of this course is to introduce Intermodal Groundspeople to their duties assisting other terminal personnel in performing their functions.
Intermodal	Intermodal	Technical	00637EV10	Lifting Hitches with Slings	The goal of this course is to teach new Intermodal Groundpersons (helpers) how to assist other terminal personnel including Heavy Equipment Operators, Equipment Operators, Mechanics, to understand and demonstrate correct offloading and loading on equipmen
Intermodal	Intermodal	Technical	00637EV11	Offloading and Loading Empty Chassis	The goal of this course is to teach new Intermodal Groundpersons (helpers) how to assist other terminal personnel including Heavy Equipment Operators, Equipment Operators, Mechanics, to understand and demonstrate correct offloading and loading on equipmen
Intermodal	Intermodal	Technical	00637EV13	Offloading and Loading a Reefer with Power Cables onto and from a Carter	The goal of this course is to teach new Intermodal Groundpersons (helpers) how to assist other terminal personnel including Heavy Equipment Operators, Equipment Operators, Mechanics, to off load reefers with power cables form carters.
Intermodal	Intermodal	Technical	00637EV14	Connecting and Disconnecting Gensets	The goal of this course is to teach new Intermodal Groundpersons (helpers) how to assist other terminal personnel including Heavy Equipment Operators, Equipment Operators, Mechanics,in how to connect and disconnect gensets.
Intermodal	Work Equipment	Technical	00672ECRS	Propane Torch Training	The goal of this course is to teach the intermodal helpers how to use a propane torch safely to thaw frozen hitches on rail cars.
Intermodal	Work Equipment	Technical	00809EV02	Intermodal Basic Crane Operation - 2 Hours	The goal of this course is to provide an introduction to basic crane operation, more mechanics who only need to be able to move the machine in, out and around the garage.
Intermodal	SRS	Technical	01007ECRS	Management Reports & Measures	This course will allow terminal management and supervisors the ability to extract daily summaries of ramp/deramp activities and movements in and out of the terminal gate; trace event reporting and manage terminal level abbreviation tables. The course top
Intermodal	Intermodal	Technical	00637EV04	Basic Groundperson Skills	The purpose of this course is to teach Intermodal Groundspeople the basic Groudsperson's skills.
Intermodal	Intermodal	Technical	00637EV07	Preparing a Rail Car for Loading	The purpose of this course is to teach Intermodal Groundspeople the preparing of a rail car for loading.
Intermodal	SRS	Technical	01004ECRS	Intermodal Chargeable Services	Participants will learn how to: - process detention records - browse approved detention records for a terminal - create a general bill (MFB) - browse general bills
Intermodal	SRS	Technical	01006ECRS	Intermodal Inquiries & Reports	This workbook will describe the commands used to extract general equipment reports, monitor customer shipments and familiarize trainees with the Repspool functionality in SRS. The course topics include: Intermodal Inquiries and Reports
Intermodal	Intermodal	Technical	00637EV02	Basic Intermodal Safety Practices	The purpose of this course is to teach Intermodal Groundspeople the basic safety practices.
Intermodal	Rules	Technical	00922ECRS	Intermodal Blue Flag	The goal of the course is to provide trainees with the knowledge and skills to apply blue flag protection in accordance with CN regulations and local instructions. The course objectives are: Determine blue flag protection requirements for a given track;
Intermodal	SRS	Technical	01003ECRS	Gate Operations - SRS	This course covers the basic systems entry a gate clerk must be able to perform in SRS for reporting gate movements. The course topics include accepting proper documentation, arrivals at gate, departures at gate, handling exceptions. The course topics in
Intermodal	Information System	Technical	01107ECRS	OASIS for Dispatch Coordinators	To learn the OASIS program
Intermodal	Intermodal	Technical	01137EV04	Intermodal Equipment Operator Training - Driver Skills Review - 4 Hours	
Intermodal	Payroll	Technical	01208ECRS	Vendor Settlement	At the end of this course, the user will be able to: -describe the relationship between Vendor Settlement and CN Navigator -process the payroll -make payroll adjustments, including fuel adjustments -create a new rate plan and assign it to a driver (ap
Intermodal	Intermodal	Technical	00637EV03	Groundperson's Vehicle Operation	The purpose of this course is to teach Intermodal Groundspeople the operation of vehicules.
Intermodal	Intermodal	Technical	00637EV08	Offloading and Loading Containers	The purpose of this course is to teach Intermodal Groundspeople offloading & loading of containers.
Intermodal	Intermodal	Technical	00637EV09	Offloading and Loading Trailers	The goal of this course is to teach new Intermodal Groundpersons (helpers) how to assist other terminal personnel including Heavy Equipment Operators, Equipment Operators, Mechanics, to understand and demonstrate correct loading and unloading procedures f
Intermodal	Safety	Technical	00982ECRS	Intermodal Securement Verification	The goal of the course is to ensure that intermodal Securement Verifiers have the knowledge and capability to verify that trailers and containers have been properly loaded and secured to various types of railcars before a train departs a terminal and befo
Intermodal	SRS	Technical	01002ECRS	Ramp/DeRamp Operations	Trainees will be able to use the SRS commands to perform the basic ramping and deramping functions. The course topics include inbound de-ramping (identify units to be unloaded); resolve unloading exceptions (missing and extra units); report units unloaded

Group	Subject	CGroup	Course Code	CourseTitle	Description
Intermodal	SRS	Technical	01001ECRS	Retail Dispatch Operations	This technical course will cover the basic reporting for Retail Dispatch operations using SRS. Empty equipment ordering, truck dispatching, customer release and appointment notification. The course modules include: Empty order; Notification; Truck Dispat
Intermodal	SRS	Technical	01005ECRS	Terminal Customer Support	The goal of this course is to provide Intermodal clerks with SRS knowledge for reporting various terminal and customer support activities. Covered in this course will be auto fax notification to customers, reporting yard checks, bad order unit reporting,
Intermodal	Work Equipment	Technical	00809ECRS	Intermodal Basic Crane Operation	The purpose of this course is to provide an introduction to basic intermodal crane operation. The course goal is to improve safety and reduce the risk of accidents, damage and personal injury in the operation of lifting equipment. At the end of this
Intermodal	SRS	Technical	00899EV01	Refresher for Intermodal SRS or OJT Training	Refresher for people to be updated or specific OJT training needed for Intermodal SRS.
Intermodal	Information System	Technical	00920ECRS	OASIS - OJT	The goal of this course is to teach Intermodal Intermodal Dispatch Coordinators how to use a limited number of specific commands in OASIS on the job.
Intermodal	Intermodal	Technical	00960ECRS	Intermodal Heavy Equipment Operator (HEO)	The purpose of this course is to provide an introduction to basic intermodal crane operation. The course goal is to improve safety and reduce the risk of accidents, damage and personal injury in the operation of lifting equipment. At the end of t
Intermodal	Intermodal	Technical	00960EV02	Heavy Equipment Operator (HEO) - OJT - Refresher	The goal of this course is to review proper machine operation, maintenance and loading
Intermodal	Intermodal	Technical	00960EV03	Garage Mechanic Heavy Equipment OJT	
Intermodal	SRS	Technical	01002EV98	Ramp I/O - Refresher	Ramp/Deramp Operations, Processing Outbound Trains, Processing Inbound Trains
Intermodal	SRS	Technical	01003EV98	Gate - Refresher	
Intermodal	Work Equipment	Technical	01451ECRS	Road Railer Operations (Helper)	Course topics include: Module 1- Roadrailer Safety Module 2 - Roadrailer Equipment components Module 3 - Roadrailer Train Assembly Module 4 - Roadrailer Train Dis-assembly Module 5 - Blue Flag Protection
Intermodal	Intermodal	Technical	01137EV01	Intermodal Equipment Operator Training - Garage Mechanics - 16 Hours	
Intermodal	Intermodal	Technical	01137EV03	Intermodal Equipment Operator Training - Ramp Car	
Intermodal	Information System	Technical	01223ECRS	FAST Action Sales Tool - Phase 1	Participants will learn how to: - describe the FAST application and functionality - apply the skills learned during training - use FAST to support the Sales and Marketing Process
Intermodal	Intermodal	Technical	01137EV02	Intermodal Equipment Operator Training - Quick Learners - 24 Hours	
Intermodal	Intermodal	Technical	00637ECRS	Intermodal Groundperson (Helper)	The goal of this course is to teach new Intermodal Groundpersons (helpers) how to assist other terminal personnel including Heavy Equipment Operators, Equipment Operators, Mechanics, etc. in performing their functions. How to load and unload Intermodal tr
Intermodal	SRS	Technical	00899ECRS	Intermodal SRS On-The-Job Training	
Intermodal	Intermodal	Technical	00960EV01	Heavy Equipment Operator (HEO) - OJT - All Subsequent machines	
Intermodal	Intermodal	Technical	01137ECRS	Intermodal Equipment Operator Training	By the end of this course, trainees will be able to: - Operate a tractor trailer combination safely and efficiently within the intermodal yard. - Identify the basic responsibilities of the Intermodal Equipment Operator. - Recognize an
Intermodal	SRS	Technical	00900ECRS	Dispatch Coordinator Training	
Intermodal	SRS	Technical	00900EPRG	Dispatch Coordinator Training Program	The goal of this program is to provide Dispatch Coordinators with the skills and knowledge to process the workload and utilize the available resources (drivers and equipment) in a cost effective manner while meeting customer expectations. Focus is on tech
Mechanical	Locomotive	Technical	01292ECRS	Machinist Apprentice	This is a series of correspondence courses form The Railway Education Bureau that must be successfully completed as part of their apprenticeship. The qualification is assesses after the requisite hours are completed.
Mechanical	Inspection & Maintenance	Technical	00063EV12	Freight Car Inspection – Key Inspection Points	To ensure our freight car inspection process accommodates trans-border shipments, a CD and job aid were developed to improve our knowledge as to how we handle the defects under each set of regulations.
Mechanical	Freight	Technical	01286EV02	2006 Utility Employee Exam (U.S.)	This examination tests the knowledge of US-based Utility employees on all aspects of their job as they pertain to regulatory requirements. The examination is in a web-based training format and available to all CN employees on the CN Intranet.As well, at t
Mechanical	Freight	Technical	01286EV03	2007 Utility Employee Exam (U.S.)	This is the certification exam for CN Utility Employees in the Southern Region for 2007.
Mechanical	Freight	Technical	01286EV04	2008 Utility Employee Exam (U.S)	This is the certification exam for CN Utility Employees in the Southern Region for 2008.
Mechanical	Inspection & Maintenance	Technical	01917EV02	Locomotive Inspection Handbook - Revisions	This course explains the latest changes and updates to the Locomotive Inspection Handbook for 2007.
Mechanical	Inspection & Maintenance	Technical	03004ECRS	Certified Car Inspector (CCI) Procedures - Canada	Certified Car Inspector (CCI) Procedures - Canada
Mechanical	Safety	Technical	00829EV01	Yard Safety - Outside Contractor DTL Fueling	This is a computer based training program for contractors engaged in Direct to Locomotive fueling. Locomotives. The training is a on line Computer based venue and the site directs individuals to the training which has two main subject lines: 1
Mechanical	Crane	Technical	00064EV02	Crane Slinging - Refresher	This course will cover the inspection of chains and slings
Mechanical	Mechanics	Technical	00345EV02	EMD Exhaust Valve Failure Prevention	In response to EMD's change in the Hydraulic Lash unit, this training is required to prevent power assembly failures. For over 50 years the valve adjustment procedure on EMD engines has remained unchanged. However, with the recent introduction of EMD's n

Group	Subject	CGroup	Coruse Code	CourseTitle	Description
Mechanical	Freight	Technical	01286EV01	Utility Employee - Annual Refresher / Testing	This Recertification training allows Mechanical Utility Employees to perform certain specific duties without Blue Flag Protection when in communication with ranking crew member in controlling locomotive attached to train. This training satisfies the requ
Mechanical	Locomotive	Technical	01294ECRS	FRA Locomotive Inspection (Qualification)	To properly perform Locomotive Inspections in accordance with the FRA regulations.
Mechanical	Inspection & Maintenance	Technical	01914EV01	Air Hose Separation - Refresher	Trainees review the consequences of air hose separations, the reasons for the separations, and how to spot the conditions that will lead to air hose separation, as well as the proper use and adjustment of air hose supports.
Mechanical	Mechanics	Technical	01929ECRS	Locomotive Departure Test - US Power Brake Regulation 232.	Trainer demonstrates functional brake test procedure with trainees. Trainees, using a supplied job aid, are required to demonstrate proficiency on the functional brake test.
Mechanical	Car Wheel	Technical	01964ECRS	Handbrake Release	A short workshop to help prepare CN officers to inform CN customers about the impact of handbrake application to wheel spalling and other potential damage to wheels.
Mechanical	General	Technical	01996ECRS	Reflectorization 49 CFR Part 224	Instructor uses Job Aid to cover regulatory requirements concerning 49 CFR Part 224 as it applies to Mechanical personnel in US and Canada.
Mechanical	Mechanics	Technical	02568ECRS	GM-EMD Update (TTC)	This course provides an update on required EMD procedures. Electronic Sight glass installation, required software for the sight glass, checking water pump backlash, proper use of the Valve go/no-go tool, valve adjustment, top deck inspection, and proper u
Mechanical	Freight	Technical	02996ECRS	CN Freight Car Equipment	This web based training product introduces the general CN community to aspects of freight car equipment. The module focuses on freight car types – how we distinguish these by commodity carried; the many and varied components that make up the basic freight
Mechanical	Inspection & Maintenance	Technical	02998ECRS	US Brake System Safety Standards (CFR 232) - Recertification	This course is designed to provide recertification to employees in the Southern region for brake inspections. It covers material in the CN Red Book which are exrects from CFR 49 section 232.
Mechanical	General	Technical	02999ECRS	Introduction to Locomotives 1-Types and Classifications	This course is designed to provide employees with introductory knowledge on the variety and types of classifications of diesel electric locomotives that make up CN's locomotive fleet.
Mechanical	General	Technical	03000ECRS	Introduction to Locomotives 2 - Components	This course is designed to provide employees with introductory knowledge of the key mechanical components of the diesel electric locomotive.
Mechanical	General	Technical	03001ECRS	Introduction to Locomotives 3 – Mechanical Systems	This course is designed to provide employees with introductory knowledge of the key mechanical systems of the diesel electric locomotive.
Mechanical	Inspection & Maintenance	Technical	03030ECRS	EMD Bearing and Top Deck Inspection	The course focuses on Main & Connecting-Rod Bearing inspection and Engine idling top deck inspections for EMD Locomotives. One time course taught by Bill Trombello with Technical Training Consultants
Mechanical	Inspection & Maintenance	Technical	00063EV09	Yard Safety And Blue Flag Rules	At the end of this course, the trainees will be able to apply blue flags correctly and be able to correctly define line into and line away. Trainees will be able to discuss how to lock a track switch. Trainees will be able to discuss how to properly place
Mechanical	Inspection & Maintenance	Technical	00072EV02	Single Car Test - AAR S486-05 Updates - Refresher	Upon completion of this course trainees will be able to: Perform a brake test using a single car test device. Description: Topics covered: * reasons for the application of the brake cylinder measurement tap * operation of a typical freight car valve
Mechanical	Inspection & Maintenance	Technical	00665ECRS	Inspection of Double Stack Container Cars	The TTX Training Cars are demonstrated across the CN System to allow trainees first hand experience with a series of features found on TTX Double Stack cars. Topics include various Truck Mounted Brake (TMB) Systems - from Thrall-Davis, Ellcon-National, Wa
Mechanical	Locomotive	Technical	00892EV01	SmartStart - Supervisors	The goal of this course is to provide supervisors with the required knowledge to ensure the safe operations of SmarStart equipped locomotive. At the end of the course the trainees will be able to: Explain what SmartStart is and what it does Recognize un
Mechanical	Freight	Technical	01286ECRS	Utility Employee	This initial training allows a Utility Employee to perform certain specific duties without Blue Flag protection when in communication with ranking crew member in controlling locomotive attached to train. This training satisfies the requirements under
Mechanical	Mechanical Locomotive Engineer	Technical	01289EV02	Mechanical Locomotive Engineer for Supervisors	
Mechanical	Mechanical Locomotive Engineer	Technical	01289EV03	Mechanical Locomotive Engineer - Annual Training	Annual training for mechanical locomotive engineers to maintain certification.
Mechanical	Rules	Technical	01543ECRS	USA Environmental Protection Agency (EPA) Locomotive Emissions Regulations	The USA Environmental Protection Agency has recently (1998) legislated emissions regulations for non-road mobile sources, some of which apply to certain types of equipment used in CN, the most obvious being locomotive engines. The goal of this course is t
Mechanical	Rules	Technical	01543EV01	USA Environmental Protection Agency (EPA) Locomotive Emissions Regulations	
Mechanical	Inspection & Maintenance	Technical	01554EV2B	Safety Appliance Standards (231)	This course is a module of the US Freight Car Inspection course (MECAIP 01554 E CRS). The module introduces the Code of Federal Regulations (CFR 231) related to all safety appliances on freight cars, identifying defects and how to deal the defects accordi
Mechanical	General	Technical	01898ECRS	Hazard Communication	This program explains how CN meets the requirements of the Occupational Safety and Health Administration (OSHA) Hazard Communication Standard, (29 CFR 1910.1200), and is designed to inform employees about the possible hazards of chemicals in the workpla
Mechanical	Inspection & Maintenance	Technical	01914ECRS	Air Hose Separation	Trainees learn the consequences of air hose separations, the reasons for the separations, and how to spot the conditions that will lead to air hose separation, as well as the proper use and adjustment of air hose supports.
Mechanical	Locomotive	Technical	01968ECRS	Locomotive Air Dryer	Covers operation, maintenance and troubleshooting of 2 types of Graham-White dryers used on CN, GM EMD and GE locomotives.
Mechanical	Air Brake	Technical	02592EV01	FastBrake™ Maintenance - SD70M-2 Locomotives	The goal of this course is to enable participants to maintain FastBrake locomotive brake equipment in compliance with FRA regulations. It is an instructor led course followed by a test.
Mechanical	Air Brake	Technical	02592EV02	FastBrake™ Integrated TransCal and FlowCal Test Procedures	The goal of this course is to enable employees to perform test procedures required by FRA regulations. This is an instructor led course followed by a test.

Group	Subject	CGroup	Course Code	Course Title	Description
Mechanical	Mechanics	Technical	00805ECRS	Job Briefing - Mechanical	The goal of this course is to provide supervisors in the Mechanical function with an opportunity to acquire the knowledge and develop the skills to plan and conduct an efficient and effective job briefing based on current best practises and requirements.
Mechanical	Inspection & Maintenance	Technical	01233ECRS	Trainlink - ES TIBS	Module has been revised to include clarification of changes related to new equipment, to include: - Arming and Emergency Test; - Activating ES Mode; - SBU Removal; - Indentify differences between conventional TIBS and Trainlink ES
Mechanical	Locomotive	Technical	00039EV06	Shoptrack Locomotive Operation (SLO) - Mechanical & Practical Refresher	Upon completion of this course trainees will be able to: 1. Recognize and differentiate between the terminology connected to the tasks and locomotive equipment related to Shopcraft Locomotive Operator (SLO) 2. Appropriately apply the proce
Mechanical	Inspection & Maintenance	Technical	00063EV02	Open Top Loads	This Module of the Car Inspection Train Yard Course is designed to be used as a stand alone course or as part of the CITY and Refresher courses. It is designed for car equipment personnel to instruct them on the inspection points for all loaded freight ca
Mechanical	Inspection & Maintenance	Technical	00063EV03	Transport Canada Inspection & Train Brake Rules	This course instructs trainees on Transport Canada's standards for the inspection and Air Brake Testing of rolling stock.
Mechanical	Inspection & Maintenance	Technical	00063EV10	Air Brake Testing	This course is a module from the Car Inspector Train Yard course (Module 9). It leads the trainee through the principles of air brake testing and inspection in compliance with Transport Canada Air Brake Rules
Mechanical	Crane	Technical	00064EV01	Crane Hoisting/Rigging Basics (US)	To educate people who perform crane rigging, and hoisting operations on rules regulations, safe work practices and operating procedures involved in day-to-day activities. Hands-on training, use of lifting device, crane, picker, or shop bridge, job, or ga
Mechanical	Inspection & Maintenance	Technical	00222ECRS	Enroute: Train Troubleshooting	The purpose of this course is to enable employees to identify potentially hazardous equipment conditions. Course topics include: - Designation of locations - Potential hazards - Sticky or dragging brakes - Wheel defects - Dragging or loose equipment
Mechanical	Information System	Technical	00666ECRS	First Front End - AAR Billing	The goal of this course is to improve the Mechanical function's AAR billing process and ability to capture appropriate AAR billing through a new system and supporting computer based training. At the end of the course the trainees will be able to: Logon t
Mechanical	Inspection & Maintenance	Technical	00719ECRS	Passenger Car Inspection and Safety Rules	This course provides participants with the skills and knowledge required to inspect passenger cars to ensure that they satisfy the safety standard rules established by Transport Canada.
Mechanical	Freight	Technical	00832ECRS	Jacking Procedures - Shop and Repair Track	The goal of this course is to ensure employees can operate the air jacks safely and efficiently within the shop environment. Trainees will be able to: State the safety procedures to be observed before and during the jacking of a car; list the steps t
Mechanical	Freight	Technical	00933ECRS	Hydranor Jacking Procedures	The goal of this course is to provide employees working in a yard with the necessary skills to confidently operate Hydranor Jacks in a safe and effective manner. At the end of the course the trainees will be able to: -State the safety precautions that m
Mechanical	Freight	Technical	01503ECRS	Aerial Lift	CN uses various types of lifting machines to assist work throughout operations.There are various versions of this course, each germane to a particular brand of lifting device. In each version, the course typically deals with: Safety briefing specifi
Mechanical	Inspection & Maintenance	Technical	01554EV01	Blue Signal Protection (218)	This course is a module of the US Freight Car Inspection course (MECAIP 01554 E CRS). The module introduces the Code of Federal Regulations (CFR 218) related to Blue Signal Protection and related safety situations.
Mechanical	Inspection & Maintenance	Technical	01554EV04	CFR Freight Car Inspection - 215, 231 Refresher (US-Memphis)	The module is a refresher of the CFR 215 (Freight Car Safety Standards) and CFR 231 (Safety Appliance Standards) CFR 215 is related to all safety standards related to inspection of freight cars, identifying defects and how to deal with the defects accordi
Mechanical	Blue Signal	Technical	01902ECRS	Blue Signal - Motive Power	This course covers the requirements for protecting railroad workers who are inspecting, testing, repairing and servicing rolling equipment in compliance with Federal Regulation 49 CFR 218.
Mechanical	Inspection & Maintenance	Technical	01917EV01	Outpost Trip Inspection	The goal of this course is to provide LMUs (Labour Manning Units), 5.1 employees, Carmen, Supervisors, and other designated employees with the knowledge and skills to perform an Outpost Trip Inspection (also known as a "555" inspection) on a locomotive as
Mechanical	Mechanics	Technical	01918ECRS	US Locomotive Power Brake Law CFR 232	Power Brake Law CFR 232 for US Locomotives. The course will lead trainees through those aspects of the US Power Brake regulations as they apply to locomotives.
Mechanical	Mechanics	Technical	02591ECRS	EMD 70M-2 Fuel Pad Inspection	This course prepares employees to conduct fuel pad inspections on the SD70M-2 locomotive. The course covers Starting and Stopping the Engine, Preparation for the Fuel Pad Inspection, Below Deck and Above Deck Inspections, the Operating Cab and some Troub
Mechanical	Mechanics	Technical	00924ECRS	Locomotive Maintenance and Inspection Cycles (LM&IC)	The purpose of the Locomotive Maintenance & Inspection Cycles (LM & IC) course is to provide trainees with a basic knowledge of scheduled locomotive maintenance programs. At the end of this course, trainees will be able to perform the following tasks:
Mechanical	Inspection & Maintenance	Technical	01554EV2A	Freight Car Safety Standards (215)	The module introduces the Code of Federal Regulations (CFR 215) related to all safety standards related to inspection of freight cars, identifying defects and how to deal the defects according to CFR 215.

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Mechanical	Locomotive Contol System	Technical	01551ECRS	Locomotive Crane Air Brake Test	The purpose of this course is to provide HDM's with an opportunity to acquire the knowledge and develop the skills required to conduct a Bi-annual Single Car Air Brake Test based on AAR Standard S-486 and current best practices and requirements.
Mechanical	Inspection & Maintenance	Technical	00063EV06	Car Yard Safety	The modules are: Yard Safety (4 hrs), Hands on Demo: changing shoes, bleeding cars, coupling hoses, crossing between cars, etc. No certificate
Mechanical	Crane	Technical	00064ECRS	Crane Slinging	The goal of this course is to provide trainees with required knowledge in the proper use and inspection of slings used for lifting material, while emphasizing safety. Course outline: - Component parts of a sling - Chain inspection
Mechanical	Crane	Technical	00070EV01	Crane - Overhead (Operation)	
Mechanical	Work Equipment	Technical	00076EV01	Trackmobile Skill Review	
Mechanical	Mechanics	Technical	00077ECRS	Loading and Unloading Flammable Liquids	The objective of this course is to provide employees with the proper procedures for loading and unloading diesel fuel from tank cars. Course topics: - Safety - Spillage & first aid - Material safety data sheets - Railway
Mechanical	Electricians	Technical	00223EV01	EMDEC Fuel Injection	Training on the EMDEC fuel injection and control systems.
Mechanical	Locomotive	Technical	00259ECRS	Locomotive Start Up	The course goal is to ensure that Mechanical Department employees can start-up or shut down a GM and/or GE locomotive safely and efficiently. Upon completion of this course, and using the Locomotive Start-up reference guide, trainees wil be able to: Per
Mechanical	Mechanics	Technical	00347ECRS	GE Locomotive Dash 8 & 9 Tune Up	The goal of this course is to explain the various preparations and procedures required to tune up GE Dash 8 & 9 locomotives. Tune ups may be performed to improve the functionality of the locomotives.
Mechanical	Crane	Technical	00435ECRS	Rerailing Procedures	The purpose of this course is to provide car mechanics with the knowledge and skills needed to safely use the hydraulic and manual rerailing equipment on derailed cars. Hoesch equipment is covered extensively.
Mechanical	Electricians	Technical	00551EV01	Event Recorder - Mechanical - 8 Hours	Understanding MR 2500, Downloading a Locomotive Event recorder
Mechanical	Locomotive	Technical	00565EV01	Truck And Traction Motor Buildup - OJT	The classroom part of this course ensured that Diesel Shop Mechanics learned the theory and practice to safely and effectively inspect and maintain trucks and traction motors on GM and GE locomotives. At the end of this on-the-job training session trainee
Mechanical	Locomotive	Technical	00566ECRS	Turbocharger	Inspection and changeout of turbochargers on locomotives. This course code covers the classroom time only. The On Job Training must be reported on 00566 E V01 for GM (16 hours), and as 00566 E V02 for GE locomotives (8 hours).
Mechanical	Locomotive	Technical	00566EV02	Turbocharger (GE) OJT - 8 Hours	On-Job training for inspection and change out of turbochargers on locomotives.
Mechanical	Inspection & Maintenance	Technical	00719EV01	Passenger Car Inspection and Safety Rules (Montrain)	This course provides designated employees with the knowledge and skills to perform a pre-departure safety inspection and No. 1 brake test on MR90 Equipment at Montrain as per Transport Canada Railway Locomotive and Passenger Cars Inspection and Safety Ru
Mechanical	Freight	Technical	00735ECRS	Jacking Procedures - Yard and Road Repair	This course covers jacking procedures for rolling stock in a yard or on a main line or siding using hydraulic jacks on the road repair trucks. Also deals with safety precautions to be taken when jacking railcars.
Mechanical	Crane	Technical	00826EV01	Crane Fundamentals - Ground Worker - 8 Hours	Upon completion of this course trainees will be able to: Identify the parts of a wire rope; Recognize the various types of rope core and lay; Recognize the inspection criteria for wire ropes, chains, and synthetic slings; Recognize the various types of ri
Mechanical	Rules	Technical	00862ECRS	Propane Handling	The goal of this course is to meet the requirements of the CAN/CGA - B149.2 M95 Propane Installation Code and provincial regulations with respect to the handling, storing, transporting, and installation of propane cylinders and the safe use and installati
Mechanical	Rules	Technical	00862EV01	Propane Delivery/Handling for Snow Clearing Devices	This course will cover the Transportation of Dangerous Goods related to the movement of Propane Rail Cars and will also deal with the proper procedures to be followed when unloading these rail cars.
Mechanical	Locomotive	Technical	00892EV02	SmartStart - Electrical Troubleshooting	The goal of this course is to provide knowledge on how to interpret: the wiring schematics of a GY-418 locomotive, and the internal wiring diagram of the SmartStart enclosure. This knowledge is required to troubleshoot the electrical components of the Sma
Mechanical	Locomotive	Technical	01000ECRS	Locomotive Basics	The purpose of the Locomotive Basics course is to provide trainees with basic knowledge of a diesel electric locomotive. It also provides background knowledge for the Locomotive Start-up (LSU) and Locomotive Safety Inspection (LSI) courses. The course to
Mechanical	Work Equipment	Technical	01032EV01	Yard Operating Rules	This course qualifies and recertifies Mechanical Department employees and managers for Yard Operating Rules.
Mechanical	Locomotive	Technical	01351ECRS	Power Brake Law (Qualification)	
Mechanical	Inspection & Maintenance	Technical	01554EV03	Brake Systems Safety Standards (232)	This course is a module of the US Freight Car Inspection course (MECAIP 01554 E CRS). The module introduces the Code of Federal Regulations (CFR 232) related to Brake System Safety Standards. It includes performing a Class 1 brake test.
Mechanical	Inspection & Maintenance	Technical	01917ECRS	Locomotive Inspection (FRA/Transport Canada Compliant)	Presents standard approach to locomotive inspection for US and Canadian operations; explores common problems and defects and how to resolve these during the inspection process. Presents a job aid (handbook) and other materials to guide trainees in perform
Mechanical	General	Technical	01924ECRS	New Employee Orientation - Mechanical	EACH EMPLOYEE RECEIVES ONE EACH OF; NEW EMPLOYEE HAND BOOK, PPE BOOKLET, SAFETY RULE BOOK AND QUIZ FOR PR FILE, HAZMAT BOOK, PERSONAL PROTECTIVE EQUIPMENT-HARD HAT, SAFETY GLASSES, FACE SHIELD, EAR PLUGS, GLOVES - LEATHER AND VINYL, RESPIRATOR- WELDING
Mechanical	Mechanics	Technical	01982EV01	Locotrol/EPIC-II Setup	This 1-day course describes how to setup locomotives equipped with Locotrol/EPIC-II equipment.

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Mechanical	Locomotive	Technical	01984ECRS	GM-EMD Turbocharger/Gear Train (TTC)	This course provides a detailed analysis of the EMD Turbocharger. The course also covers the procedures necessary to properly assemble and time the rear gear train. Extensive troubleshooting of turbocharger and gear train failures. A key on prevention of
Mechanical	Locomotive	Technical	01985ECRS	GM-EMD Composite Electrical Control (TTC)	This course provides a brief overview of GM-EMD Dash 2, 60 Series, and 70 Series Electrical Control Systems and key engine systems with an emphasis on resolving low horsepower issues. Troubleshooting low horsepower is a key component of the course. <br
Mechanical	Locomotive	Technical	01987ECRS	GM-EMD Governor/EMDEC Fuel Metering (TTC)	This course provides a detailed analysis of governors and the EMDEC fuel metering system. Extensive troubleshooting of governors and the EMDEC fuel system is an intricate portion of the course. The course also covers using EMDEC microprocessors to calibra
Mechanical	Car Wheel	Technical	01991ECRS	Non-Destructive Testing (NDT): Magnetic Particle Inspection Level I	Non-Destructive Testing (NDT) Level I Magnetic Particle testing of wheel axles. This course is typically provided by a consultant, external to CN (e.g. Schiavone Electronic Labs, Inc.).
Mechanical	Car Wheel	Technical	01991EV01	Non-Destructive Testing (NDT): Magnetic Particle Inspection Level II	Non-Destructive Testing (NDT) Level II Magnetic Particle Testing of wheel axles. Level II leads trainees through the basics but emphasizes troubleshooting and a more thorough understanding of the principles of magnetic particle inspection to the degree th
Mechanical	Car Wheel	Technical	01992EV02	Non-Destructive Testing (NDT): Ultrasonic Inspection – Level I Review	Non-Destructive Testing (NDT) Level I Ultrasonic testing of wheels. Refresher of key concepts. This course is typically provided by a consultant, external to CN (e.g. Schiavone Electronic Labs, Inc.).
Mechanical	Crane	Technical	02570ECRS	Carry Deck Crane Refresher	Instruct trainees on regulations, responsibilities, crane safety, maintenance operation, set-up, log book with respect to operation and maintenance of the Carry Deck Crane.
Mechanical	Electricians	Technical	02593ECRS	GE Evolution (GEVO) Locomotive Series - Distributed Power (Locotrol)-Electrical	This course provides a detailed introduction to the GE Evolution (GEVO) series locomotive distributed power (Locotrol) electrical systems that integrate with the GEVO systems and components. This course is typically offered by GE Rail. This
Mechanical	Mechanics	Technical	02594ECRS	GE Evolution (GEVO) Locomotive Series - Distributed Power (Locotrol)-Mechanical	This course provides a detailed introduction to the GE Evolution (GEVO) series locomotive distributed power (Locotrol) mechanical systems that integrate with the GEVO systems and components. This course is typically offered by GE Rail. This course
Mechanical	Inspection & Maintenance	Technical	02995ECRS	Locomotive Outpost Trip Servicing (TC 555 Regulation)	The goal of this course is to provide targeted CN personnel with the knowledge and skills to perform an Outpost Trip Inspection (also known as a "555" inspection) on a locomotive as per Transport Canada Railway Locomotive Inspection and Safety Rules. T
Mechanical	Inspection & Maintenance	Technical	00063EV05	Car Inspection Update	The modules are: Air Brakes, Transport Canada rules, Yard Safety
Mechanical	Electronics	Technical	00011ECRS	PLC5 (Programmable Logic Controls)	The goal of this course is to provide trainees with the knowledge required to troubleshoot and make modifications to Allen Bradley PLC5 control systems.
Mechanical	Electricians	Technical	01459ECRS	GM Locomotive Dynamic Brake Troubleshooting	The course has 6 modules (~2 hours each). The course quickly reviews the electrical systems related to dynamic braking, starting with the SD 40-2 GM locomotive, then moving to the computer controlled SD 70/75 locomotive series. Within each system the cour
Mechanical	Locomotive Contol System	Technical	00035EV02	Locomotive Control System - Air Brake Testing	Upon completion of this course, trainees will be able to use the MTERM PC application, meters, and system indicators to effectively maintain and troubleshoot the LCS system with particular focus on functional and operational air brake testing per Schedule
Mechanical	Locomotive	Technical	00039EV02	Shoptrack Locomotive Operation (SLO) - Mechanical	The goal of this course is to provide trainees with hands-on practice of the procedures and safety factors, including application of appropriate rules, required when moving locomotives on a shop track. Course practical includes - Applic
Mechanical	Freight	Technical	00054ECRS	Open Top Loading Rules And Regulations	The course goal for Open Top Loading - Rules & Regulations is that industrial inspectors have sufficient basic knowledge to inspect an open top load and ensure it is loaded and secured in accordance with the "A.A.R. Rules Governing the Loading of Commodit
Mechanical	Crane	Technical	00071EV01	Crane - Rough Terrain - Practical Hands-On	
Mechanical	Work Equipment	Technical	00076ECRS	Trackmobile Operator Training	The goal of this course is to provide trainees with the required knowledge and skills to ensure the safe and efficient operation of a trackmobile in moving freight and/or passenger equipment throughout a shop environment. The course consists of one
Mechanical	Mechanics	Technical	00083ECRS	GM SD70-I-M	This course introduces machinists to the SD70I and to electronic controlled injection.
Mechanical	Electricians	Technical	00226EV03	Basic Electrical Theory – EMD Traction Motors	This course covers basic electrical theory and practical including voltage, current resistance, capacitance etc. Students complete laboratory exercises using the Devry Console 80 trainers. Proper VOM usage and safety is a critical part of the course. Addi
Mechanical	Locomotive	Technical	00419ECRS	Alignment	The goal of this course is to provide the trainees an introduction to alignments, auxiliary generator and compressor alignments. It consists of four hours of theory and four hours of practical. The practical portion is aligning a turbo style auxiliary gen
Mechanical	Locomotive	Technical	00566EV01	Turbocharger (GM) OJT- 16 Hours	On-Job training for inspection and change out of turbochargers on locomotives.
Mechanical	Locomotive	Technical	00646ECRS	Mechanical Yard Repair Locomotive (MYRL)	The purpose of this course is to provide trainees with: the ability to effectively perform minor repairs in order to keep locomotives in service. At the end of this course trainees will be able to: perform locomotive Start Up procedures; secure a locomot
Mechanical	Crane	Technical	00826ECRS	Crane Fundamentals - Ground Worker	The course goal for Crane Fundamentals - Ground Worker is to ensure that trainees receive the required training to perform rigging tasks for safe crane operation, e.g. blocking, choosing the correct rigging, etc. At the end of this course, tra
Mechanical	Locomotive	Technical	00892ECRS	SmartStart - Basic Troubleshooting	The goal of this course is to provide employees with the knowledge and the skills to perform inspection and maintenance of SmartStart system as per schedule maintenance on 418 locomotive series The course topics include: SmartStart System Overview; Repor
Mechanical	Crane	Technical	00961ECRS	Crane - Mobile (Operation)	The course goal is to ensure that employees working with mobile cranes have the knowledge and skills to safely operate these cranes. At the end of the course the trainees will be able to: Inspect and maintain mobile cranes according to the establis
Mechanical	Mechanical Locomotive Engineer	Technical	01289ECRS	Mechanical Locomotive Engineer	

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Mechanical	Mechanical Locomotive Engineer	Technical	01289EV01	Mechanical Locomotive Engineer - Re-Certification	This course trains mechanical locomotive engineers. This course is a combination of: Operating Rules Mechanical(01526 CRS) HAZMAT (01070 CRS) Rail Security Awareness (01904 CRS) US Locomotive Power Brake Regulations (01918) These
Mechanical	Mechanics	Technical	01982EV02	EPIC-II Maintenance	This 2-day course describes how to setup, maintain, troubleshoot and repair locomotives equipped with the EPIC-II equipment.
Mechanical	Mechanics	Technical	01982EV03	Locotrol Maintenance	This 2-day course describes how to setup, maintain, troubleshoot and repair locomotives equipped with the Locotrol equipment.
Mechanical	Electricians	Technical	02590ECRS	EMD 70M-2 Electrical Systems	This course provides a detailed introduction to the SD70M-2 series electrical control systems, including EM2000 Computer Overview, High Voltage Circuits, Low Voltage Systems, Operational Control Modes, Adhesion, Dynamic Brake. The course also focuses on t
Mechanical	Air Brake	Technical	02592ECRS	Wabtec FastBrake Air Brake System	This course provides a detailed introduction to the Wabtec FastBrake electroinic air brake system. The system is installed on CN's EMD SD70M-2 and GE's Evolution series locomotives. This course is typically offered by Wabtec.
Mechanical	Electricians	Technical	02595ECRS	GE Evolution (GEVO) Locomotive Series - Electrical Systems	This course provides a detailed introduction to the GE Evolution (GEVO) series locomotive electrical systems that integrate with the GEVO systems and components. This course is typically offered by GE Rail. This course is a GE Level 2 course – i.
Mechanical	Mechanics	Technical	02596ECRS	GE Evolution (GEVO) Locomotive Series - Engine	This course provides a detailed introduction to the GE Evolution (GEVO) series engine, including the GEVO engine overview, major components, running maintenance torques, valve tappet adjustment, tensioning, and removal and installation of the following co
Mechanical	Mechanics	Technical	02597ECRS	GE Evolution (GEVO) Locomotive Series - Mechanical Systems	This course provides a detailed introduction to the GE Evolution (GEVO) series locomotive mechanical systems that complement the GEVO engine. This locomotive meets US EPA Tier 2 emission standards. This course is typically offered by GE Rai
Mechanical	Mechanics	Technical	02598ECRS	EMD 70M-2 Mechanical Systems	This course provides a detailed introduction to the SD70M-2 series mechanical systems. This locomotive meets US EPA Tier 2 emission standards. This course is typically offered by EMD's preferred supplier, International Technical Services(ITS). Th
Mechanical	Electricians	Technical	02601ECRS	PLC/SLC Troubleshooting	PLC – Programmable Logic Controls Allen-Bradley SLC Troubleshooting/Maintenance SLC – Small Logic Controllers
Mechanical	Inspection & Maintenance	Technical	00063EV97	CITY for Operations Supervisors - Labour Contingency Plan 2007	This course is an abstract of the Car Inspection Train Yard (CITY) course. It is targeted to CN operations supervisors who do not have Mechanical Car Inspection experience. The course covers the highlights of the CITY modules. A minimum of 50 hours car i
Mechanical	Locomotive	Technical	00646EV03	Locomotive Basic Repairs	The modules are: Yard and Shop Safety, Fueling Locomotives, Mechanical Yard Repair Locomotives, Fall Protection
Mechanical	Inspection & Maintenance	Technical	01068ECRS	Freight Damage Inspection and Damage Prevention	The course goal is to instruct participants on how to conduct proper damage/loss inspections, identify damage/loss causes, and subsequent damage/loss prevention and related loading services. At the end of this course, trainees will be able to do the fo
Mechanical	Inspection & Maintenance	Technical	01554ECRS	CFR Freight Car Inspection (US)	At the end of the course the trainees will be able to: - Locate CFR regulations governing inspection of cars, movement of defective cars, and placement and removal of blue signal protection. - Locate and compare AAR rules that correspond to
Mechanical	Locomotive	Technical	00039ECRS	Shoptrack Locomotive Operation (SLO)	The goal of this course is to provide trainees with the knowledge of procedures and safety factors, including appropriate rules, required when moving locomotives on a shop track. Course modules: - Rules Review - Safety Guidelines
Mechanical	Locomotive	Technical	00039EV04	Shoptrack Locomotive Operation (SLO) - Mechanical & Practical	Mechanical portion of SLO plus 8 hours hands-on for inexperienced employees. Require Mechanical Rules to complete qualification.
Mechanical	Mechanics	Technical	00083EV01	GM-EMD 70/75 Series Electrical (TTC)	This course provides a detailed analysis of the 70 series electrical control systems. Extensive troubleshooting of loading, and wheel slip problems is an intricate part of the training module. This course is offered by a consultant (TTC corporation
Mechanical	Locomotive	Technical	00094ECRS	GE Dash 8-40 CM Troubleshooting	This course will give mechanical and electrical shop craft employees the ability to diagnose problems and identify appropriate solutions on GE Dash 8 Locomotives. The following topics are covered: - Use of the "DID"(Diagnostic Information Display) panel
Mechanical	Locomotive	Technical	00113ECRS	Locomotive Air Brake (LOCAB)	The goal of this course is to improve the air brake skill level of a Machinist and a heavy duty Diesel Mechanic to reduce out-of-service time and repair costs for the locomotive fleet. Course topics include: -Air brake basics -Air supply -Automatic br
Mechanical	Electricians	Technical	00226ECRS	Basic Electrical Theory (BET)	This course is not intended as a replacement for the training received in technical schools. It was designed to meet the needs of the employees who are about to take the "Basic Diesel Electric Locomotive" course (BDEL) and do not have sufficient electrica
Mechanical	Mechanics	Technical	00394ECRS	Fuel, Oil, Water, Air Systems (FOWAS)	The goal of this course is to provide employees working in a diesel shop with the skills and knowledge required to perform basic maintenance on the fuel, oil, water and air systems on GM, GE and MLW locomotives. Upon successful completion of this course,
Mechanical	Electricians	Technical	00551ECRS	Event Recorder - Mechanical	Upon completion, trainees will be able to effectively maintain, analyse Event Recorder data and troubleshoot the Locomotive Event Recorders failure and external circuits. The course topics include: MR-2500 information and procedures; Class room simulated
Mechanical	Electricians	Technical	00554ECRS	Basic Electronics And Logic Circuits	The goal of this course is to provide electrician employees working in a diesel shop with fundamental skills and knowledge of basic electronics required to inspect and maintain second generation locomotives.

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Mechanical	Locomotive	Technical	00563ECRS	Power Assembly	The goal of this course is to ensure diesel shop machinists can safely and effectively inspect, maintain, and repair power assemblies on GM and GE locomotives.
Mechanical	Locomotive	Technical	00565ECRS	Truck And Traction Motor	The course goal is to ensure that Diesel Shop Machinists can safely and effectively inspect and maintain trucks and traction motors on GM and GE locomotives, and replace and build these same traction motors. At the end of this course, trainees will be ab
Mechanical	Electricians	Technical	01246ECRS	Dash 9 Electrical: Level II - Systems & Diagnostics	This 3-day course provides maintenance technicians and GE technical personnel with a thorough understanding of DASH 9 electrical systems, their interactions, and installation and replacement of electrical parts. The course topics include: -Propulsion Sy
Mechanical	Electricians	Technical	01459EV01	GM-EMD Dynamic Brake (TTC)	This course provides a detailed analysis of EMD Dynamic Braking systems. Extensive troubleshooting of Dynamic Brake loading, and wheel slip problems is an intricate part of the training module. EMD Dash 2, 50 Series, 60 Series, and 70 Series electrical co
Mechanical	Electricians	Technical	01537ECRS	Dynamic Brakes	Training for the inspection, testing, repair and troubleshooting of locomotive dynamic braking systems.
Mechanical	Mechanics	Technical	01982EV04	Locotrol with FastBrake and SDIS display	The goal of this course is to describe how to setup, maintain, troubleshoot and repair GE Locotrol equipped locomotives with FastBrake equipment and the SDIS display.
Mechanical	Electricians	Technical	01988ECRS	GM-EMD Dash 2 Electrical (TTC)	This course provides a detailed analysis of the Dash 2 electrical control systems. Extensive troubleshooting of loading, and wheel slip problems is an intricate part of the training module. This course is offered by a consultant (TTC corporation) e
Mechanical	Car Wheel	Technical	01992ECRS	Non-Destructive Testing (NDT): Ultrasonic Inspection Level I	Non-Destructive Testing (NDT) Level I Ultrasonic testing of wheels. This course is typically provided by a consultant, external to CN (e.g. Schiavone Electronic Labs, Inc.).
Mechanical	Car Wheel	Technical	01992EV01	Non-Destructive Testing (NDT): Ultrasonic Inspection Level II	Non-Destructive Testing (NDT) Level II Ultrasonic testing of wheels. This course is typically provided by a consultant, external to CN (e.g. Schiavone Electronic Labs, Inc.).
Mechanical	Mechanics	Technical	01994ECRS	GM-EMD Engine Rebuild/Remanufacture (TTC)	This course centers around the rebuild and remanufacture of the EMD engine. Emphasis is placed on major component qualification and proper engine assembly. This course is offered by a consultant (TTC corporation) external to CN. The consultant sup
Mechanical	Electricians	Technical	01997ECRS	GM-EMD Electrical - Advanced (TTC)	The advanced electrical course is centered around TTC's electrical troubleshooting cards. Loading problems of all types are discussed on GM-EMD 50 series, 60 Series, and 70 Series locomotives. This course is designed for electricians who have previously a
Mechanical	Mechanics	Technical	02602ECRS	EMD 645/710 Introduction Engine (TTC)	This course provides a detailed analysis of the EMD 645 and 710 engine. The course also covers the procedures necessary to properly assemble the engine and perform all necessary checks and adjustments.
Mechanical	Mechanics	Technical	03014ECRS	FastBrake with SDIS display	The goal of this course is to describe how to setup, maintain, troubleshoot and repair GE locomotives equipped with FastBrake equipment using the SDIS display. This is a companion course to the Locotrol maintenance course (Code: 01982 E V04).
Mechanical	Locomotive Contol System	Technical	00035EV01	Locomotive Control System - Flat Yard Maintenance and Troubleshooting - Mechanical	Upon completion of this course, trainees will be able to use the MTERM PC application, meters, and system indicators to effectively maintain and troubleshoot the LCS system. Trainees will be able to describe the functions of the main hardware groups and u
Mechanical	Crane	Technical	00070ECRS	Crane - Overhead (Maintenance)	This covers the maintenance and inspection of overhead cranes.
Mechanical	Locomotive	Technical	00092ECRS	GE Dash 9 Troubleshooting	This course gives mechanical and electrical shop craft employees the ability to diagnose problems and identify appropriate solutions on GE Dash 9 Locomotives. Course contents include: - DID Panel - Air Support System - Cooling System - Fuel System -
Mechanical	Locomotive	Technical	00113EV01	Locomotive Air Brake (LOCAB) - 32 Hours	
Mechanical	GM Model	Technical	00224ECRS	GM SD60 - Electrical Troubleshooting	The goal of this course is to provide trainees with the skills and knowledge required to troubleshoot the SD-60 microprocessor controlled locomotives, taking full advantage of the on board computer system. Course content: - Introduction to the SD-60 -
Mechanical	GM Model	Technical	00224EV01	GM-EMD Combination SD50/60 Series Electrical (TTC)	This course provides a detailed analysis of the GM-EMD SD50 and 60 series electrical control systems. Extensive troubleshooting of loading, and wheel slip problems is an intricate part of the training module. This course is offered by a consultant
Mechanical	Locomotive	Technical	00921ECRS	GM SD75-I Troubleshooting	The goal of this course is to provide trainees with the knowledge required to troubleshoot, repair and maintain the GM SD75-I locomotive. The course topics include: General improvements; Electronic Troubleshooting
Mechanical	Locomotive	Technical	00921EV01	GM SD75 - I Avanced Electrical	The goal of this course is to provide trainees with the knowledge required to troubleshoot, repair and maintain the GM SD75-I locomotive. The course topics include: General improvements; Electronic Troubleshooting
Mechanical	Locomotive	Technical	01038ECRS	Inspection and Renewal of Generator AR-Type Bearings	Conduct inspection of AR-type bearing in a locomotive. Effect the bearing renewal as appropriate. This includes the ability to perform the following tasks while observing safety requirements:Identify and properly handle all tools and equipment requir
Mechanical	Locomotive	Technical	01242ECRS	7FDL Diesel Engine: Level II - Running Repair & Troubleshooting	This 4-day course provides maintenance technicians and GE technical personnel with a thorough understanding of 7FDL diesel engine and major component replacements. The course topics include: -Connection Rod Change Out -Power Assembly Change Out -Main
Mechanical	Locomotive	Technical	01352ECRS	Epic Air Brakes (T.E.)	Training on the Epic Air Brake system.

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Mechanical	Freight	Technical	01897ECRS	Freight Car Air Brakes	This course covers all aspects of freight car air brakes from basic braking principles to the detailed operation of the ABDX Control Valve. Topics Include: Braking Principles Basic Air Brakes Auxiliary and Empty/Load Equipment
Mechanical	Mechanics	Technical	01982ECRS	Locotrol/EPIC-II Maintenance	This 4-day course describes how to setup, maintain, troubleshoot and repair locomotives equipped with Locotrol/EPIC-II equipment.
Mechanical	Mechanics	Technical	01986ECRS	GM-EMD 645/710 Engine Assembly (TTC)	This course provides a detailed analysis of the EMD 645 and 710 engine. The course also covers the procedures necessary to properly assemble the engine and perform all necessary checks and adjustments. Extensive troubleshooting, with a key on preventing f
Mechanical	Locomotive Contol System	Technical	00035ECRS	Beltpack II Technical Training	Upon completion of this course, trainees will be able to use the MTERM PC application, meters, and system indicators to effectively maintain and troubleshoot the LCS system. Trainees will be able to describe the functions of the main hardware groups and
Mechanical	Crane	Technical	00071ECRS	Crane - Rough Terrain	Course topics include: - Introduction - CN Standard - International Hand Signals - Mounting and dismounting procedures - Inspections and maintenance - Hydraulic, lubricating and cooling systems - Machine component
Mechanical	Welding	Technical	00114ECRS	Pipe Welding	This course is designed to train and qualify the car mechanic to a level of welding competency in accordance with the American Welding Society and the AAR as it applies to the welding of air brake piping on freight and passenger equipment.
Mechanical	Freight	Technical	00175ECRS	Freight Car Repairs	This course provides trainees with the knowledge and skills required to repair, maintain and test basic freight car components and systems as per safety rules and regulations applicable to main shop and running repair shop. Course topics: - Safety - Ca
Mechanical	Freight	Technical	00175EV03	Freight Car Repairs - OJT	A 40 hour OJT course is required for employee to be able to perform duties such as oxyacetylene, cutting, removing and replacing components
Mechanical	Electricians	Technical	00223ECRS	GM SD70-75-I-E	The goal of this course is to provide trainees with the knowledge required to troubleshoot, repair and maintain the SD-70I locomotive. Course modules: - General improvements - Traction motor blower assemblies - Electronic fuel injection (EMDEC) - The
Mechanical	Electricians	Technical	00225ECRS	Basic Diesel Electric Locomotive (BDEL)	Course modules: - Introduction - Craft overview - Introduction to locomotives - Power plants and load control - High power circuit - Auxiliary systems - Electrical Safety
Mechanical	Electricians	Technical	00344ECRS	Maintenance Regulation (MR-2100) - Electrical	The goal of this course is to provide employees working in a diesel shop with the skills and knowledge required to perform the inspections and testing items on locomotives per CN Maintenance Regulation 2100. At the end of this course trainees will be abl
Mechanical	Mechanics	Technical	00345ECRS	Maintenance Regulation (MR-2100) - Mechanical	The goal of this training is to provide mechanical trainees with the knowledge and skills required to perform scheduled locomotive inspections
Mechanical	Crane	Technical	00961EV01	Crane - Mobile (Operator)	The course goal is to ensure that employees working with mobile cranes have the knowledge and skills to safely operate these cranes. At the end of the course the trainees will be able to: Inspect and maintain mobile cranes according to the establis
Mechanical	Mechanics	Technical	01905ECRS	Locomotive EMD Engine Practical	This course presents a controlled learning environment in which to apply maintenance practices. It provides both in-depth study and hands-on experience in tasks such as power assembly changeout, engine timing, and accessory gear train build-up. Emphasis
Mechanical	Mechanics	Technical	01906ECRS	Locomotive EMD Engine Technical	This course provides students with interactive instructions for the EMD roots-blown and turbocharged engines. Course contents include a study of all major engine components, assemblies, systems, and technical data limits required to operate and maintain
Mechanical	Mechanics	Technical	02584ECRS	EMD Turbocharger-Rotating Equipment Alignment	This class provides extensive troubleshooting and failure diagnoses as well as hands-on experience with EMD Turbocharger removal and replacement. OEM guidelines and procedures are covered. in this course which is intended for experienced mechanical staff.
Mechanical	Inspection & Maintenance	Technical	00063ECRS	Car Inspection Train Yard (CITY)	The goal of this course is to provide trainees with the knowledge to inspect freight cars in a running yard, determine if the car is safe to travel or requires further attention in accordance with the Association of American Railroads standards, CN standa
Mechanical	Inspection & Maintenance	Technical	00063EV11	Car Inspection Train Yard (CITY) - USA	The goal of this course is to provide trainees with the knowledge to inspect freight cars in a running yard, determine if the car is safe to travel or requires further attention in accordance with the Association of American Railroads standards, CN standa
Mechanical	Mechanics	Technical	00352ECRS	GM GF-636 (SD50) - Locomotive	The goal of this course is to provide electricians with the expertise (electrical and electronic theory) required to safely and efficiently repair and maintain SD-50 Super Series locomotives. Course modules: - High power circuit - Main generator field

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Mechanical	Electricians	Technical	00040ECRS	Second Generation GM Locomotive (GP40-2)	The goal of this course is to provide trainees with the basic knowledge and expertise to safely and efficiently perform their duties in repairing and maintaining second-generation GM locomotives. Course topics include: - Schematic reading - Power circu
Mechanical	Inspection & Maintenance	Technical	00063EV08	Car Inspection Train Yard - Car Apprentice OJT - 120 Hours	The goal of this course is to provide trainees with the knowledge to inspect freight cars in a running yard, determine if the car is safe to travel or requires further attention in accordance with the Association of American Railroads standards, CN standa
Mechanical	Inspection & Maintenance	Technical	00063EV07	Car Inspection Train Yard - Car Apprentice OJT - 240 Hours	The goal of this course is to provide trainees with the knowledge to inspect freight cars in a running yard, determine if the car is safe to travel or requires further attention in accordance with the Association of American Railroads standards, CN standa
Operations	Supervisors - Operations	Technical	00618ED01	OSDP Diagnostic Exam	This is a diagnostic exam which is part of the OSDP. It is intended to identify training paths for the OSDP participants who came up through the ranks. The goal of the exam is to differentiate three levels of performance on the courses covered by the exa
Operations	Health & Safety	Technical	00643ECRS	Job Briefing	The Job Briefing course consists of for office: A. Plan Briefing; B. Review Emergency Procedures: 1. Fire Safety 2. Emergency Telephone 3. First Aid; C. Assign Responsibilities; D.Confirm Understanding The Job Briefing for field consists of: A. Plan Brie
Operations	Supervisors - Operations	Technical	01207ECRS	Understanding and Using CN Reports	An interactive session designed for participants to identify and use appropriate Operations reports and measures that will help them make decisions and manage their work unit in a way that is more aligned with company goals. At the end of this module, pa
Operations	General	Technical	02565ECRS	Customized Start-up Training	For new Supervisors in the class: Familiarize employee with T60 laptop functionality Verify access to various CN applications/web accesses needed for the job, manage User ID's and Passwords with CN Help Desk Set-up shortcuts on
Operations	General	Technical	03009ECRS	Yard Operations Overview	Course has been designed to give non-operations employees an overview of the different operational activities that happen in a major yard. The course will use the glass tower of the M Tower building as a classroom which has been renovated and equipped wi
Operations	Supervisors - Operations	Technical	00618EPRG	Operations Supervisor Development Program (OSDP)	An extensive program that provides fundamental railroad and business knowledge, operations knowledge and first line supervisory skills. This program uses a mix of presentation, courses, workshop, reading and project assignments and field trips to learn an
Operations	Supervisors - Operations	Technical	02992EPRG	Trainmaster Program	The Trainmaster Program is an extensive 12 month training and development program. This program matches railroad courses and on-job learning in a comprehensive program to develop you as a Trainmaster. The courses provide the technical knowledge. The on-jo
Operations	Supervisors - Operations	Technical	02991EPRG	Railroader Trainee Program	The Railroader Trainee Program is an extensive 12 to 18 month training and development program. This program matches railroad courses and on-job learning in a comprehensive program to develop you as a railroader. The railroad courses provide the technical
Soft Skills	Project Management	Technical	02489ECRS	Project Activity Duration Estimating (PMBOK 2000)	"On time and within budget," these five words are heard over and over in the world of project management. Today, with technology changing at the blink of an eye, maintaining schedules and budgets is becoming more difficult than ever. To complete a project
Soft Skills	Project Management	Technical	02497ECRS	Project Resource Planning (PMBOK 2000)	John Pierpont Morgan stated that, "the wise man bridges the gap by laying out the path by means of which he can get from where he is to where he wants to go." This is sound advice when planning the resources of your project. You need to plan ahead to get
Soft Skills	Project Management	Technical	02507ECRS	Project Information Distribution and Closure (PMBOK 2000)	Making sound decisions is impossible without reliable information. How can you ensure that all of the members on your team have the right information at the right time? This course will show you how to deliver information that keeps project stakeholders i
Soft Skills	Project Management	Technical	02512ECRS	Project Procurement Planning (PMBOK 2000)	"You want what? When?" Project managers know they are in trouble when they hear these questions from either a contractor or a project team member. To avoid this and other potential procurement nightmares, project managers should ensure that they have foll
Soft Skills	Writing	Technical	02555ECRS	Sentence Construction	Writing sentences is a basic skill. But this "basic" skill seems to cause a lot of problems. Meanings are misinterpreted. Sentences run on and on, leaving the reader lost and confused. Poor word choice and organization make the writer look confused, sound
Soft Skills	Writing	Technical	02556ECRS	Understanding Writing Mechanics	One of the biggest challenges in writing is to feel confident about appropriately applying the mechanics of writing. How do you know what should or shouldn't be capitalized? When is it appropriate to abbreviate words, names, places, and business terms? Ho
Soft Skills	Writing	Technical	02557ECRS	Punctuating with Skill	Should you use a comma or a semicolon? Does the punctuation go inside or outside of the quotation mark? What's the difference between the parentheses and brackets, the hyphen and the dash? Knowing the answers to these questions will ensure that you're usi
Soft Skills	Managing Work/Process	Technical	02577ECRS	Organize to Remember	Did you go to today's meeting totally unprepared because you couldn't find the preassigned reading material? Did the conference call with a prospective client fall flat because you forgot to send the requested information?
Soft Skills	Managing Work/Process	Technical	02578ECRS	Create Your Time and Memory Management Program	Getting started is always difficult. You've got a million reasons why you are too busy. Your schedule is so full, how can you afford the additional time required to organize yourself?
Soft Skills	Project Management	Technical	02672ECRS	Enterprise Project Management	To identify how project managers can set up and manage an enterprise project using Project Professional 2003, Project Server, and Project Web Access
Soft Skills	Project Management	Technical	02499ECRS	Project Cost Control (PMBOK 2000)	Are you running into the problem where the budget for your project is set in stone no matter wha is happening to the costs, schedule, or scope of the project? What you are missing is proper cost control. This course will show you how a proper cost contro
Soft Skills	Project Management	Technical	02500ECRS	Project Quality Planning (PMBOK 2000)	Have you seen the old pictures of assembly lines with workers inspecting products for defects? Inspections are still necessary; however, this is no longer the way to achieve quality. Instead, quality must be planned from the onset of a project. This cours
Soft Skills	Project Management	Technical	02502ECRS	Project Organizational Planning (PMBOK 2000)	Abraham Lincoln once said, "If I had six hours to chop down a tree, I would spend the first four hours sharpening the ax." He knew that advance planning and preparation are essential to successfully completing a project. The team you have can make or brea

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Soft Skills	Project Management	Technical	02503ECRS	Project Staff Acquisition (PMBOK 2000)	Have you ever stopped to think of how many people you interact with during the course of a day? Think of all the face-to-face contacts, phone calls, memos, meetings, and other situations you encounter involving people. If you actually kept a tally of this
Soft Skills	Project Management	Technical	02506ECRS	Project Performance Reporting (PMBOK 2000)	Communication in project management can directly affect the success of any project. The project manager is the one who controls the communications center where information constantly flows in and out. Managing the diversity of information is crucial to ma
Soft Skills	Writing	Technical	02554ECRS	Foundations of Grammar	When do you use "your" or "you're"? "Me" or "myself"? Is "good" an adverb or an adjective? Understanding how to use various types of words is a building block of good writing. To be a good writer, you must have a thorough understanding of the basic parts
Soft Skills	Managing Work/Process	Technical	02575ECRS	Time as a Resource	One of the keys to success, according to author Steven Covey's "The Seven Habits of Highly Effective People," is to figure out what is important to you, and then do these things first. This is difficult, given the frantic pace in most work environments. Y
Soft Skills	Project Management	Technical	02495ECRS	Project Schedule Development (PMBOK 2000)	Your superior asks, "Is your project on time?" This question can send a shiver down your spine if you know that the project has fallen behind. You could make up the time by working extra hours or hiring more people, but these solutions will come with a co
Soft Skills	Project Management	Technical	02496ECRS	Project Schedule Control (PMBOK 2000)	Wouldn't it be wonderful to be able to see the future? Some obstacles might be avoided! Unfortunately, for most, this is just wishful thinking. Instead, they must depend on good project management practices to see them through to a successful project comp
Soft Skills	Project Management	Technical	02504ECRS	Project Team Development (PMBOK 2000)	"Coming together is a beginning, staying together is progress, and working together is success," said Henry Ford. The "Project Team Development (PMBOK 2000)" course will show you how to work together and build a highly successful project team. The emphasi
Soft Skills	Project Management	Technical	02505ECRS	Project Communications Planning (PMBOK 2000-aligned)	As a member or stakeholder of any project, it is critical to ensure the timely and appropriate generation and disposition of project information. Effective communications planning is the key to a project's success. Efficient project managers will utilize
Soft Skills	Project Management	Technical	02513ECRS	Project Solicitation (PMBOK 2000)	How can your organization prepare the documents needed to support solicitation? How can you as a project manager, obtain information, such as bids and proposals, from prospective sellers on how to meet project needs? This series is aligned with "A Guide
Soft Skills	Project Management	Technical	02514ECRS	Project Source Selection (PMBOK 2000)	Your company has just received proposals from several telecommunications firms to install a new data network in your company. Which firm should you select for the job? In this course you will learn how to make the best source selection for a project and f
Soft Skills	Project Management	Technical	02760ECRS	Organizing and Managing Project Information	To identify how to organize project information for efficient performance
Soft Skills	Project Management	Technical	02490ECRS	Project Plan Development (PMBOK 2000)	As a project management professional, your impact on a corporation's competitive capability has made its mark in today's sizzling business environment. Your ability to enable new products and services to be taken rapidly and meticulously from design to ma
Soft Skills	Project Management	Technical	02492ECRS	Project Initiation and Planning (PMBOK 2000)	Effective project scope management begins with a well-thought-out plan. By taking the right steps up front, before project kickoff, scope management can be a painless and satisfying process. With proper planning, you can avoid a weak or unrealistic work b
Soft Skills	Project Management	Technical	02498ECRS	Project Cost Estimating and Budgeting (PMBOK 2000)	Everyone has heard about projects that go over budget. In some cases, these projects are abandoned as a result. Accurate and realistic project cost estimates and budgets play a key role in project success. This course will help you understand project cost
Soft Skills	Project Management	Technical	02493ECRS	Project Scope Definition (PMBOK 2000)	Whether your project requires a team of hundreds working together for five years or three colleagues joining forces for two months, defining the project scope at inception is a critically important activity. Scope definition entails breaking down the work
Soft Skills	Project Management	Technical	02494ECRS	Project Activity Planning (PMBOK 2000)	In today's highly competitive marketplace, a company's reputation depends on whether it can deliver on time and within budget. Lost time translates into lost revenue for both company and client! Sound activity planning can minimize the probability of incu
Soft Skills	Project Management	Technical	02501ECRS	Project Quality Control (PMBOK 2000)	Have consumers or clients rejected your products because of design or manufacturing flaws? Was it because quality control was not considered important or that your quality control program failed to identify problems? If so, then this course is for you! Th
Soft Skills	Project Management	Technical	02508ECRS	Project Qualitative Risk Analysis (PMBOK 2000-aligned)	Edmund H. North once said, "I think there's a difference between a gamble and a calculated risk." As a project manager, do you know the difference? Risks are an inherent part of any project. How do you objectively decide which risks are most urgent? In "P
Soft Skills	Project Management	Technical	02509ECRS	Project Quantitative Risk Analysis (PMBOK 2000)	Are you unsure about how to measure risk? Risk and uncertainty are natural factors in business and can be estimated using quantitative risk analysis. Quantitative risk analysis is a powerful technique that simulates various unknowns based on a project's v
Soft Skills	Writing	Technical	02551ECRS	Writing with Intention	Whether you're preparing a brief e-mail response, a business letter, a performance review, a multi-page proposal, or a presentation to a prime customer, you know that having a job means having to write. But if you're not a trained writer, how do you begin
Soft Skills	Project Management	Technical	02840ECRS	Creating and Defining a Project	To discuss the basics of project management and to begin creating a new project using Project Professional 2003
Soft Skills	Project Management	Technical	02491ECRS	Project Plan Execution (PMBOK 2000)	As a project manager, you are ultimately responsible for implementing the project plan and managing all the work of your project. The end result of the project directly reflects your success as a project manager. To be a successful project manager and kee
Soft Skills	Writing	Technical	02552ECRS	Avoiding Errors in Usage and Punctuation	Have you ever received an e-mail so poorly worded that you hit the delete button before you even finished reading the message? Have you ever opened a letter so confusing that you couldn't understand what the author was trying to say? If so, you understand
Soft Skills	Writing	Technical	02553ECRS	Avoiding Grammatical Errors in Business Writing	Grammar: the very word strikes terror into the hearts of learners everywhere. For many people, it recalls the most difficult or most boring classes they can remember from childhood. Yet using correct grammar is one of the key skills for any business write
Soft Skills	Project Management	Technical	02511ECRS	Project Risk Monitoring and Control (PMBOK 2000)	Did you know that your project becomes more vulnerable as it comes closer to completion? That's because the amount your organization has at stake rises as more resources are committed. "Project Risk Monitoring and Control" will give you the knowledge and
Soft Skills	Project Management	Technical	02510ECRS	Project Risk Response Planning (PMBOK 2000)	Helmuth von Moltke gave sound advice when he stated, "First weigh the considerations, then take the risks." Risk response planning is about doing just that. Project team members need to make decisions that will enhance opportunities and reduce threats to
Soft Skills	Writing	Technical	01999ECRS	Persuasive Writing Skills	This workshop focuses on written communication skills as applied to the business world.
Transportation	MTS	Technical	01180EV01	Introduction to Train Handling	To provide CN employees with an orientation of what train handling is and what difficulties must be overcome to do train handling in a safe and efficient manner. The concept of distributed power and other strategies to control in-train forces will also b

Group	Subject	CGroup	Coruse Code	Course Title	Description
Transportation	Traffic Coordination	Technical	03012ECRS	Running a Scheduled Railroad Module 1 - It's All About The Plan	The purpose of this course is to provide non-operations employees with a high level overview of running a scheduled railroad with respect to how processes in the yard and on the road are usec to deliver on CN's commitment to execute the service plan. Mod
Transportation	Traffic Coordination	Technical	03012EV01	Running a Scheduled Railroad Module 2 - The Lifecycle of a Railcar	In this second module we will explain how CN keeps track of the cars in its fleet. We will review the steps to get a car from a shipper to a consignee and while doing so, we will follow the car on its journey. We will look at the CN employees involved i
Transportation	Traffic Coordination	Technical	00588EV01	On - Board Reporting System (CBT) - Follow up	
Transportation	SRS	Technical	00685EV01	Yard Operating Plan - Follow-up	The purpose of this follow-up training on-the-job is to coach the trainee one-on-one on the specific YOP commands as they apply to a specific yard operation.
Transportation	Running Trades Crews	Technical	01920ECRS	US Power Brake Regulations for Operating Crews	This course provides compliance with 49 CFR 232 for Operating crews. Note:This course is part of the following courses: Conductor Promotion (01220) Conductor Recertification (01916) Locomotive Engineer Recertification (01214) New
Transportation	Rules	Technical	02582ECRS	Switch Position Awareness – EO24	To ensure each employee subject to EO24 shall be instructed on this EO and the operating rules relating to the operation of hand-operated main track switches in non-signaled territory. The subject matter of the instruction shall include, but not limited
Transportation	Rules	Technical	03034ECRS	CFR 217 - Supervisor	This course provides railroad Supervisors with the knowledge to comply with CFR 217.
Transportation	General	Technical	03036ECRS	My CN Bill - Enhancement	This course provides an overview of the new version of the My CN Bill tool with enhanced functionality.
Transportation	General	Technical	03037ECRS	My CN Bill - Approver	This course provides a high level overview of the My CN Bill tool and the process for approving the sale and lease of asset related invoices and credit memos.
Transportation	Rules	Technical	03040ECRS	CFR 218 – Operational Tests	The purpose of this course is to explain to participants the CFR 218 legislation and its impact.
Transportation	Administration	Technical	00589ECRS	Automatic Equipment Identification (AEI)	The purpose of this course is to enable clerks to display AEI (Automatic Equipment Identification) reports in SRS and deal with the exceptions. The course includes information on the components of AEI, preliminary work that should be accomplished for
Transportation	SRS	Technical	00685ECRS	Yard Operating Plan	The purpose of this training is to learn the basics of using Yard Operating Plan (YOP) commands. YOP is one of the SRS components of CN's Operating To Plan (OTP) initiative. It is used to plan and manage yard operations. At the end of this module trainee
Transportation	Rules	Technical	00694EV01	CN Fraser Canyon Detour Recertification	The course goal is to provide an overview of the significant rules differences encountered on Canadian Pacific Railway and some of the Operational differences employees are required to be aware of. At the end of this course, trainees will be able t
Transportation	Rules	Technical	00775ECRS	NS Rules	Review NS operating rules and timetable
Transportation	Waybill Representatives	Technical	00804ECRS	SRS Waybill Error and Duplicate Handling	The goal of this course is to provide participants with the knowledge to be able to use the appropriate investigative tools to reolve problems and determine corrections related to waybills.
Transportation	Car Management	Technical	00808EV04	Fleet Productivity System (FPS) - Inquiries - 2 Hours	The goal of this course is to provide employees with training on FPS inquiries. Inquiries cover CCOs, customer car commitments, car shortages, etc.
Transportation	RTC - Rail Traffic Controller	Technical	00869EV02	TOPC - for Crew Dispatchers, Officers, Crew Callers	The course goal is to ensure officers in Transportation are able to access the available information on trains and crews in TOPC in order to assist them in their day-to-day decision making process. The Train Operations Planning and Control System (TOPC) i
Transportation	Train Movement Clerks (TMC)	Technical	00902EV02	Car Hire - CSRs	The goal of the course is to make CN employees aware of the impact of their car hire decisions on CN's bottom-line and provide them with information which will enable them to support CN's goal of reducing car hire costs and increasing car hire revenues.
Transportation	Management System	Technical	00993ECRS	Session Manager Self-Study Guide	The goal of this course is to learn the basics of Session Manager, to run and easily switch back and forth among several mainframe applications at one time. Once you successfully complete Session Manager, you will be able to: Run more than one mainframe
Transportation	Information System	Technical	01910EV03	Introduction to BusinessObjects v 6.5 - OJT	New BusinessObjects 6.5 users are given individual coaching as they begin using the system.
Transportation	Conductors	Technical	01916ET01	Conductor Refresher Retest	This is a retest for employees who attended a Conductor Refresher class but failed the Operating Rules exam.
Transportation	Labour Relations	Technical	02600ECRS	Hourly Rate Agreement	A web-based training (WBT) course with audio and supporting documents will be available with basic information on the Hourly Rate Agreement and the benefits to unionized employees, for CN and CN's customers. Coverage of the different articles is also pro
Transportation	Rules	Technical	02978ECRS	Air Brake/Train Handling - US	Thorough review and test of the US air brake and train handling rules.
Transportation	Administration	Technical	02980ECRS	Work Order Reporting	To familiarize conductors with train journals, work orders, and DOP industrial reporting. Station identification: zone, track, spot, and relist codes.
Transportation	RTC - Rail Traffic Controller	Technical	02986ECRS	RTC - Passenger Train Emergency Preparedness	Apprise Rail Traffic Controllers of relevant federal regulations as it applies to 49 CFR 239 Subpart B (Passenger Train Emergency Preparedness).
Transportation	Train Movement Clerks (TMC)	Technical	00902EV01	Car Hire - Supervisors and Managers	The goal of this course is to make CN employees aware of the impact of their car hire decisions on CN's bottom-line and provide them with information which will enable them to support CN's goal of reducing car hire costs and increasing car hire revenues.
Transportation	Traffic Coordination	Technical	01993ECRS	Smart Yard	Top performing Yardmasters use best practices in managing their yard which the "Smart Yard" project is mechanizing. Efficiencies include the dynamic track assignment, which looks at the traffic arriving and departing the yard and sorts traffic into track
Transportation	Rules	Technical	03033ECRS	Efficiency Testing	This course is a review of the CN Efficiency Testing Manual with a written examination under CFR 217.9. It covers qualifications on proper testing and inspecting procedures. This course also includes field training as necessary to achieve proficiency on e

Group	Subject	CGroup	Coruse Code	CourseTitle	Description
Transportation	Waybill Representatives	Technical	00134ECRS	Electronic Data Interchange (EDI) Customs - US	The US Customs System (USCS) is a subsystem of CN Rail's Service Reliability System (SRS). This automated subsystem, also known as electronic data interchange or EDI, provides CN with a single source of accurate data for use by US Customs agents and broke
Transportation	Inspection & Maintenance	Technical	00222EV01	Enroute Train Troubleshooting	
Transportation	Waybill Representatives	Technical	00228EV01	Revenue Management Centre - SRS Waybill Presentation	The waybill is the primary source of information for RMC activities. This course provides RMC trainees with an understanding of the processes involved in creating, browsing, and modifying SRS waybills.
Transportation	Rules	Technical	00280EV01	Air Brake Fundamentals And Regulations Re cert	The goal of this course is to instruct employees of industries, who perform rail car switching in their own plant on the operation of freight car air brake systems. Also, to re-certify CN Engineering who have taken the initial 8 h training Course topics
Transportation	Customer Support Representatives	Technical	00550ECRS	Customer Support Log (CSL)	Trainees learn how to use the CSI and mainframe versions of the Customer Support Log (CSL). Topics include adding a problem to CSL, displaying a problem in CSL, changing problem status, creating a CSL contact list, communicating with others on the system,
Transportation	Waybill Representatives	Technical	00569ECRS	Electronic Data Interchange (EDI) Customs - Canada	The goal of this course is to ensure clerical staff are qualified to handle EDI transmissions. There is a 16-page booklet which outlines - the processes for cross border shipments - the implementation plan for EDI (Electronic Data Interface) customs -
Transportation	MTS	Technical	00595EV01	Locomotive Event Recorder - The Basics	This course covers the minimum basic functionality of LER to obtain minimal information on Locomotive operation.
Transportation	Rules	Technical	00641ECRS	CP/BN Rules	The course is taught to CN Transportation employees who have to do work such as switching on other railroad lines. The course would be specific to the railroads concerned and the differences in their Timetables and Rules.
Transportation	Car Management	Technical	00808EV03	Fleet Productivity System (FPS) - Marketing	The goal of this course is to train Marketing personnel on the use of the FPS system. The objectives are to provide trainees with an understanding of the car management process as it relates to their role, and to prepare them to use FPS and CSI to monitor
Transportation	Information System	Technical	00827ECRS	OBRONL Training for TMCs	The goal of this course is to develop skills to resolve errors generated when OBRS rejects SRS reporting. Upon completion of this course, trainees will be able to: Describe how the conductor reports train and car movements in OBRS; describe ho
Transportation	RTC - Rail Traffic Controller	Technical	00869EV01	TOPC - for Chief Dispatchers (RTC)	The course goal is to ensure officers in Transportation are able to access the available information on trains and crews in TOPC in order to assist them in their day-to-day decision making process. The Train Operations Planning and Control System (TOPC) i
Transportation	SRS	Technical	00886ECRS	Service Plans	The goal of the course is to provide an overview of what's involved in the design, management and execution of CN's service operating plan and how each contributes to its success. At the end of the course the trainees will be able to: Understand the Oper
Transportation	Train Movement Clerks (TMC)	Technical	00902ECRS	Car Hire	The goal of the course is to make CN employees aware of the impact of their car hire decisions on CN's bottom-line and provide them with information which will enable them to support CN's goal of reducing car hire costs and increasing car hire revenues.
Transportation	SRS	Technical	00979ECRS	SRS for Train Dispatchers	The goal of the course is to show how to use SRS to report delays and to display and update train, locomotive and car information. Once you successfully complete this course, you will be able to: - Display and update train information. - Report delays.
Transportation	Dispatching	Technical	01109EV01	General Bulletin Order (GBO) - OJT	The goal of the course is to enable U.S. Train Dispatchers to become qualified users with the General Bulletin Order System. The General Bulletin Order is considered to be a Safety Critical System which contains instructions regarding track condition res
Transportation	Information System	Technical	01221ECRS	GQL Advanced	The GQL Advanced course provides users with an in depth description of the available data models and the differences between the various data structures within the models. A detailed view of the Index model and a list of attributes to be indexed is also i
Transportation	Administration	Technical	01232EV01	Crew Reporting Standards and Customer Service - Part I	The Crew Reporting Standards course focuses on problem areas of reporting accuracy with respect to Chargeable Services, intraplant switches, Car Hire, and the Guaranteed Car Supply program. Trainees learn the importance of accurately completing documenta
Transportation	Administration	Technical	01232EV02	Crew Reporting Standards and Customer Service - Part - II	Customer Service Skills training will cover protocols and techniques needed to properly service customers and to be informed ambassadors of CN's service delivery offerings. Some of the topics could include: setting clear customer service goals, clearly i
Transportation	Rules	Technical	01527ECRS	Operational Rules - Engineering (US)	Review of rail opertion manual: Note: this course replaces bth 00751 and 00752
Transportation	Administration	Technical	01835ECRS	Reporting Standards - Supervisory Perspective	At the end of this course, trainees will be able to do the following. Define their roles and responsibilities in regards to ensuring reporting accuracy from crews to clerks to customers. Describe the impact of poor reporting practices on CN and the cu
Transportation	Running Trades Crews	Technical	01839ECRS	Enroute Train Troubleshooting for Train Crews	
Transportation	Rules	Technical	01887ECRS	Scheduled Railroading: The Philosophy and Practice	An interactive session in which participants apply and internalize the key concepts of the scheduled railroad operation as presented in the "book" being prepared by Ann Thoma for E. Hunter Harrison. Presented in prototype form to the OSDP I August,25 2002
Transportation	Customer Support Representatives	Technical	01935ECRS	Train Projection (TP Command) in SRS	Upon completion of this course trainees will be able to: Define the key functions of the TP command. Define the differences between the three views i.e. Train, Station, and Work Order view. Identify the key features and informatio
Transportation	Customer Support Representatives	Technical	01960ECRS	Velocity eBusiness for CSRs	This course is designed to provide CRS with the skills and knowledge to support customer inquiries about their Velocity eBusiness transactions.
Transportation	Customer Support Representatives	Technical	02984EV01	Apropos - Manager	This course is intended to provide Managers in the CSC function with the skills required to manage the Apropos functionality.

Group	Subject	CGroup	Course Code	CourseTitle	Description
Transportation	Information System	Technical	00824ECRS	Performance Monitoring and Rule Compliance	The goal of this course is to ensure officers in Transportation are able to enter and submit from a remote location observation reports as well as view statistical reports on rule compliance for their district using the PMRC application. At the end of th
Transportation	Customer Support Representatives	Technical	00965ECRS	Reporting Yard Tasks	The goal of the course is to show how to report switch moves in SRS so that the system reflects the physical location of the cars moved by the yard crew. Upon successful completion of this course, you will be able to perform the following using SRS: Dete
Transportation	Customer Support Representatives	Technical	00969ECRS	Processing Interchange Delivered (ICD)	The goal of the course is to show how to process interchange delivered in SRS. Upon successful completion of this course, you will be able to perform the following using SRS: Display the track(s) containing the cars to interchange; Check for waybills; Ad
Transportation	Waybill Representatives	Technical	01827EV02	Chargeable Services Carload Billing for Service Representatives	Upon completion of this course trainees will be able to: * Create, browse, modify, and purge manual CS bills for switching and error setbacks.
Transportation	Running Trades Crews	Technical	01950EV01	Distributed Power for US Operations	This course trains locomotive engineers to safely and efficiently operate GE's Locotrol and Wabtec's EPIC II equipment aboard GE locomotives equipped with a distributed power system and electronic air brake.
Transportation	Customer Support Representatives	Technical	00967ECRS	Processing Inbound Trains	The goal of the course is to show how to process inbound trains in SRS. This includes reporting of passing arrivals and departures, pickups and setouts and arrival at destination. Upon successful completion of this course, you will be able to perform the
Transportation	Customer Support Representatives	Technical	00970ECRS	Processing Interchange Received	The goal of the course is to show how to process information in SRS for cars that have been received from another rail carrier. Upon successful completion of this course, you will be able to perform the following using SRS: Ensure the ADV418 indicates th
Transportation	Customer Support Representatives	Technical	00966ECRS	Processing Outbound Trains	The goal of the course is to learn how to process outbound trains in SRS. Upon successful completion of this course, you will be able to perform the following using SRS: Find trains scheduled to depart your yard; Report future known delays of one or more
Transportation	Waybill Representatives	Technical	00228EV05	SRS Waybill - Introductory	The goal of the course is to provide participants with an overview on how to create waybills in SRS.
Transportation	Rules	Technical	00269EV03	Qualification Standards For Operating Crews (QSOC) One Day Workshop	The goal of this workshop is to provide an open forum to review and discuss key CROR issues with operating employees. It aims to increase your knowledge of CROR and improve the safety and efficiency of the operation. This is accomplished by using a new f
Transportation	Rules	Technical	00280ECRS	Air Brake Fundamentals And Regulations Induction	The goal of this course is to instruct and certify Engineering employees who operate track units that couple to equipment or assist in air brake testing. Course topics include: - Air brake fundamentals slide presentation - Unintentional rel
Transportation	Customer Support Representatives	Technical	00294ECRS	Carload Customer Support Interface (CSI)	Trainees learn how to use CSI to perform the tasks related to the CSR role. These include customer management, ordering and releasing cars, tracing equipment, and recording diversions. Trainees also learn about the automatic call distribution (ACD) featur
Transportation	CN Orientation	Technical	00434ECRS	Introduction To The CSC	A series of presentations given by CSC managers to orient new employees to the CSC. Presentation topics include: -Introduction to the Customer Support Centre -Overview of CN's technology -Account Management Centre -Overview of Customer Support Units
Transportation	Traffic Coordination	Technical	00588ECRS	On - Board Reporting System	On Board Reporting System (OBRS) will enable conductors to enter train reporting information directly into SRS through hand-held and desktop based computers. At the end of this course, trainees will be able to: Operate a PC computer running MS Wind
Transportation	Rules	Technical	00694ECRS	CN Fraser Canyon Detour	When required, train crews will safely and efficiently operate trains on CP lines Fraser River canyon without the need for a pilot.
Transportation	Train Movement Clerks (TMC)	Technical	00714ECRS	Interchange Received Reporting	The purpose of this training is to teach all TMCs to understand how the interchange received process works and, what is required to perform interchange reporting correctly. The training emphasizes the importance of accurate interchange reporting and look
Transportation	Rules	Technical	00765ECRS	Operating Rules	This course provides training, instruction and testing on CN US Operating Rules and HAZMAT (01070 CRS). At the end of this course, trainees will be able to demonstrate proficiency in the knowledge and application of CN's US Operating Rules and with proce
Transportation	Rules	Technical	00766ECRS	Operating Rules - Rail Traffic Controllers (RTCs)	This course provides training, instruction and testing on CN US Operating Rules and HAZMAT (01070 CRS) for Rail Traffic Controllers. At the end of this course, trainees will be able to demonstrate knowledge and application of CN's US Operating Rules and
Transportation	Car Management	Technical	00808EV02	Fleet Productivity System (FPS) - Information Technology	Same objectives as the mother course but given in eight hours.
Transportation	Information System	Technical	00841ECRS	GQL Basics	Upon completion of this course trainees will be able to: Understand the purpose of the Data Warehouse; be familiar with different CN data models (I.e.Car History, Train Events, CCO, etc.); run predefined queries to extract data from Car History, Train Eve
Transportation	Information System	Technical	00841EV01	GQL Basics - OJT	The purpose of this OJT is to ensure the trainee has the computer set-up with the right programs and canned queries to ensure smooth operation of GQL. At least one hour is dedicated to each student who attended the GQL Basics course..
Transportation	RTC - Rail Traffic Controller	Technical	00869ECRS	Train Operations Planning and Control System (TOPC)	The course goal is to ensure officers in Transportation are able to access the available information on trains and crews in TOPC in order to assist them in their day-to-day decision making process. The Train Operations Planning and Control System (TOPC)
Transportation	SRS	Technical	00932ECRS	SRS Basics	At the end of this course, trainees will be able to perform basic SRS tasks (logon, navigation, reports, inquiries)
Transportation	Customer Support Representatives	Technical	00968ECRS	Reporting Industrial Moves	The goal of the course is to show the processes involved in the reporting of placement and release of cars at customer sidings. Upon successful completion of this course, you will be able to perform the following using SRS: Report cars ordered-in; Identi

Group	Subject	CGroup	Course Code	CourseTitle	Description
Transportation	SRS	Technical	00971ECRS	SRS Reports, Inquiries and Activities for Transportation	The goal of the course is to learn the different SRS commands used report yard tasks, process outbound trains and perform car, train, yard, and service scheduling inquiries. Upon successful completion of this course, you will be able to perform the follo
Transportation	Chargeable Services	Technical	00975ECRS	Chargeable Services (General)	The goal of the course is to enable trainees to perform tasks related to Chargeable Services billing. Upon successful completion of this course, you will be able to perform the following using SRS: Determine which services are classified by CN/IC as Char
Transportation	Chargeable Services	Technical	00977ECRS	Chargeable Services (Demurrage)	The goal of the course is to enable trainees to perform tasks related to Demurrage billing and record maintenance. Upon successful completion of this course, you will be able to perform the following using SRS: Add, delete or update demurrage records pri
Transportation	Conductors	Technical	01045ECRS	Conductor Qualification Field Training - Management	This course provides the fundamentals of a Conductors role in through freight train operations and processes. It is intended for QSOC-qualified Supervisors who do no have a running trades background, but have some exposure to train operations and the rela
Transportation	Chargeable Services	Technical	01053ECRS	Reciprocal and Canadian Switching System	The goal of this course is to enable trainees to perform tasks related to Reciprocal and Canadian Switching billing. Upon successful completion of this course, you will be able to perform the following using RCSS: Add, modify, retrieve or delete an invoi
Transportation	SRS	Technical	01157ECRS	SRS Training for Fleet Management	At the end of this course you will be able to navigate SRS, use the various HELP features in SRS, generate and print SRS reports applicable to Fleet Management, identify units requiring work, report and release units from bad order status, release units t
Transportation	Information System	Technical	01165ECRS	CATS for Transportation Supervisors	The goal of the course is to provide the District Superintendents, Assistant Superintendents, and Terminal Operation Managers with the skills and knowledge to use the CATS system to process various inquiries on running trades personnel. Upon completion o
Transportation	Administration	Technical	01232ECRS	Crew Reporting Standards & Customer Service	"1. The Crew Reporting Standards course focuses on problem areas of reporting accuracy with respect to Chargeable Services, intraplant switches, Car Hire, and the Guaranteed Car Supply program. Trainees learn the importance of accurately completing doc
Transportation	Administration	Technical	01525ECRS	Clerical Reporting Standards	Upon completion of this course trainees will be able to: - Demonstrate and describe to a fellow employee, given a series of train movement situations and flowcharts (on train movement procedures i.e. loads, empties, and exceptions): - how to prope
Transportation	RTC - Rail Traffic Controller	Technical	01528ECRS	Introduction to Car Equipment (ICE)	Introduces a general audience, typically non-Mechanical department, to the many car types and their operational requirements.
Transportation	Locomotive Engineer	Technical	01530ECRS	Advanced Locomotive Engineer Refresher Training (ALERT)	The goal of this course is to - Improve train handling performance - Communicate industry best practices - Reinforce company policies - Ensure employee skills and knowledge are raised to a common level
Transportation	Running Trades Crews	Technical	01901EV03	BELTPACK Operator - Executives	Upon completion of this course, trainees will be able to safely and efficiently operate a LCS locomotive to perform their duties of switching cars. Trainees will be able to identify key locomotive components associated with operation; setup and test LCS;
Transportation	Running Trades Crews	Technical	01950ECRS	Distributed Power for Operations	This course trains locomotive engineers to safely and efficiently operate GE's Locotrol and Wabtec's EPIC II equipment aboard GE locomotives equipped with a distributed power system and electronic air brake.
Transportation	Customer Support Representatives	Technical	02984ECRS	Apropos	This course is intended to provide you with the information and skills required to use the Voice functionality of the Apropos Agent tool
Transportation	Information System	Technical	02990EV01	Introduction to BusinessObjects v. XI - R2 - The Basics	The overall objective of this course is to provide new BusinessObjects 6.5 users with a brief survey of the application's structure and capabilities, and the basic skills and knowledge required to use them. Specifically, at the end of this course
Transportation	Information System	Technical	02990EV02	Introduction to BusinessObjects v. XI-R2 - Advanced	
Transportation	Locomotive Engineer	Technical	02993ECRS	CN Distributed Power	This course is required as the result of introduction of new technology. The goal of this course is to enable locomotive engineers to have a working knowledge of Distributed Power systems and to operate such systems in a safe and efficient manner. Locomot
Transportation	Car Management	Technical	00860EV02	Smart Car Moving Seniors	The course goal is to enable senior managers to review smart ways for moving cars in the most cost-effective, efficient and productive manner while meeting or improving on service commitments. This will ensure they, and the people working for them, focus
Transportation	Rules	Technical	03029ECRS	Control Operator Rules	These instructions for Control Operators supplement US Operating Rules (USOR). They cover safety, radio procedures, and mandatory directives as well as train and on-track equipment movements.
Transportation	SRS	Technical	00651ECRS	Customer Cycle	In order to do their jobs efficiently, employees must have a global understanding of where they fit into the Customer Cycle. They must be aware of how their performance affects the overall operation of the company. They need to have a sense of where the i
Transportation	Customer Support Representatives	Technical	00295EV99	CSR Carload - Entry-Level	The course includes: SRS Basics (00932 E CRS); Industrial Moves Workbook (00968 E CRS); Processing Interchange Received Workbook (00970 E CRS); Chargeable Services Workbook (00975 E CRS); Chargeable Services Procedures (00975 E J03); Reciprocal Switching
Transportation	Administration	Technical	00313EV04	Train Movement Clerk Training - Refresher - 16 Hours	
Transportation	Traffic Coordination	Technical	00351EV02	Smart Yardmaster Refresher - 16 Hours	This course provides Yardmasters with a refresher to upgrade their SRS skills required to effectively coordinate activities in a yard.
Transportation	Traffic Coordination	Technical	00351EV98	Yardmaster SRS Commands - Labour Disruption.	
Transportation	Rules	Technical	00402ECRS	Operating Rules Awareness And Appreciation	The goal of this course is to give employees from non operations backgrounds a basic understanding of the operating rules so they may recognize and appreciate how trains are operated efficiently and safely Course topics include: -Canadian Rail Operating

Group	Subject	CGroup	Coruse Code	CourseTitle	Description
Transportation	MTS	Technical	00595ECRS	Locomotive Event Recorder (LER) Workshop	Upon completion of the LER Workshop, trainees will be able to successfully download, convert, and analyze LER data. This means they will competently perform the following key tasks: Investigate accidents through the help of LER data; evaluate train h
Transportation	Car Management	Technical	00808EV01	Fleet Productivity System (FPS) - Customer Support Representatives	The goal of this course is to train Customer Support Representatives on the use of the FPS system. The objectives are to provide CSRs with an understanding of the car management process as it relates to their role, and to prepare them to use FPS and CSI t
Transportation	Dispatching	Technical	01109ECRS	General Bulletin Order (GBO)	The goal of the course is to enable U.S. Train Dispatchers to become qualified users with the General Bulletin Order System. The General Bulletin Order is considered to be a Safety Critical System which contains instructions regarding track condition res
Transportation	Rules	Technical	01214ECRS	Engineer Recertification	This course provides training instruction and review of various Operating Rules, Air Brake And Train Handling Rules, System Special Instructions and Hazardous Material Handling Instructions, based upon CN request and guidance. Rules and technology r
Transportation	Customer Support Representatives	Technical	01828ECRS	Optional Services Training for CSRs	This course will result in improved ability to validate and collect optional services revenues, thereby having a positive effect on the bottom line.
Transportation	Running Trades Crews	Technical	01901EV01	BELTPACK Operator (US) Recertification	This course provides training instruction and review of various Beltpack equipment, Beltpack setup and testing, Beltpack operation, Train Handling and Rules, Troubleshooting and Locomotive re-familiarization. Operating Rules, Air Brake And Train Handling
Transportation	Conductors	Technical	01916ECRS	Conductor Recertification	This course will provide training to US Region Conductors in US Operating Rules, System Special Instructions, Air Brake & Train Handling Rules, LIFE Safety Rules, Hazmat and Rail Security Awareness Note:This course is a combination of: Operatin
Transportation	RTC - Rail Traffic Controller	Technical	01930ECRS	RTC 2 System Orientation	Provides an orientation to the Siemens rail traffic control system (VICOS RTC2). Objectives include: Provides an orientation to the Siemens rail traffic control system (VICOS RTC2).
Transportation	RTC - Rail Traffic Controller	Technical	01930EV01	RTC 2 System Orientation-Management	Upon completion of this course trainees will be able to: Provide an orientation to the Siemens rail traffic control system (VICOS RTC2).
Transportation	Information System	Technical	02990ECRS	Introduction to BusinessObjects v. XI-R2 - Intermediate	The overall objective of this course is to provide new BusinessObjects 6.5 users with a broad survey of the application's structure and capabilities, and the essential skills and knowledge required to use them. Specifically, at the end of this cou
Transportation	Waybill Representatives	Technical	00228EV03	SRS Waybill	The goal of the course is to teach learners how to create waybills in SRS. Course outlines include: Basic Waybill and Profile Screens; More than Basics; Hazardous Materials; OCS and Multi-Unit Waybill; Dimensional Traffic; Diversion Requests;
Transportation	Traffic Coordination	Technical	00351EV03	Smart Yardmaster Refresher - 24 Hours	The goal of this course is to provide new Transportation Supervisors with the necessary SRS skills to monitor train and yard operations.
Transportation	Traffic Coordination	Technical	00351EV99	Yardmaster SRS Basics - Labour Disruption.	The goal of this course is to provide Information Technology personnel who are not familiar with SRS training on yardmaster activities related to SRS inquiries and data input:. Content will include how to navigate SRS, use the appropriate SRS command to c
Transportation	MTS	Technical	01180ECRS	Basic Train Handling	At the end of the course the trainees will be able to: - State the importance of train handling. - Relate Track Train Dynamics to train handling. - Explain the basic fundamentals of how air brakes affect train handling. - Describe the role tractive e
Transportation	Safety	Technical	01919ECRS	Police In-Service Training	This course is designed to cover various aspects of annual police training to maintain commissions in the various states in which CN operates. Topics may include firearms qualification, Interview & Interrogation Techniques, Defensive tactics, Control &
Transportation	Waybill Representatives	Technical	00228EV98	Waybill Carload - Refresher	The Waybill Carload - Refresher course is designed to provide students with the basics of performing the duties of a Waybiller for Carload during periods of labour disruption. In particular, these functions involve Waybill inputs. Upon completion of the
Transportation	Car Management	Technical	00860ECRS	Smart Car Moving	The course goal is to enable Operations personnel to identify smart ways for moving cars in the most cost-effective, efficient, and productive manner while meeting or improving on service commitments. At the end of this course, participants will be able
Transportation	Administration	Technical	00313EV01	SRS - YIT Appreciation	This course is a summary of Train Movement Clerk Training.
Transportation	Administration	Technical	00313EV03	Train Movement Clerk Training - Entry Level	
Transportation	Car Management	Technical	00808ECRS	Fleet Productivity System (FPS) - Car Distributor	The purpose of this course is to introduce trainees to the following menus in FPS: Customer Car Order Menu; Distributor Car Order Menu; Pool/Bank Menu; Pool/Bank Queries Menu; Control Order Menu. Many tasks can be performed through the use of the command
Transportation	Rules	Technical	01216ECRS	Hired Engineer	This course provides training and instruction to Locomotive Engineers previously certified on another railroad to help them become proficient on the CN US Operating Rules, Air Brake and Train Handling Rules, Timetable/Special Instructions, System Special
Transportation	Conductors	Technical	02585ECRS	Hired Conductor	This course provides training and instruction to experienced conductors previously employed on another railroad to help them become proficient on the CN US Operating Rules, Timetable/Special Instructions, System Special Instructions, and Instructions for
Transportation	Running Trades Crews	Technical	01457ECRS	Beltpack II-B Technical Training	The main goal is to have maintenance personnel use the MTerm and LHVT programs, meters and system indicators to effectively maintain and troubleshoot the system. Meeting this goal requires that the trainees be able to identify the various components
Transportation	Conductors	Technical	00102EV01	Conductor Locomotive Operator (CLO) - 40 Hours	
Transportation	Waybill Representatives	Technical	00228EV04	Waybill SRS for US Operations	
Transportation	Administration	Technical	00313EV02	Train Movement Clerk Training - Refresher	The goal of this course is to provide TMCs with a refresher of new or modified SRS commands that have been promoted since their last SRS training session.

Group	Subject	CGroup	Coruse Code	CourseTitle	Description
Transportation	Traffic Coordination	Technical	00351ECRS	Smart Yardmaster	The goal of this seven-day course is to enable yardmasters to coordinate and balance workload efficiently and safely, while applying the principles of Smart Car Moving and using key SRS commands, in order to meet our service commitments and contribute to
Transportation	Traffic Coordination	Technical	00351EV01	Smart Yardmaster Refresher - 40 Hours	
Transportation	Rules	Technical	00401ECRS	Transportation Officers Seminar	Recertification on CROR and QSOC subjects for transportation officers and 8 hours of company policy transportation issues.
Transportation	Crew Dispatching	Technical	00432EV04	CATS Timekeeping and OJT	The course goal is to provide the new students who have taken the theory part of the CATS course with an opportunity to put their skills into play in the typical work environment - specifically the Timekeeping duties. After this on-job coaching and t
Transportation	Rules	Technical	00756ECRS	Brakeman New Hire - OJT	First time training using equipment and safety rules. One time only unless otherwise specified
Transportation	Rules	Technical	01218ECRS	New Hire Brakeman Week 1	This course provides basic safety training and instruction for new hire brakeman, with primary focus on working on or about the tracks and equipment. The goal of this course is to provide brakeman trainee candidates with the understanding and wherewi
Transportation	Rules	Technical	01219ECRS	New Hire Brakeman Week 2	This course provides comprehensive training and instruction of the CN US Operating Rules, Air Brake and Train Handling Rules, Timetable/Special Instructions, System Special Instructions, Instructions for Handling Hazardous Material, and Federally Mandated
Transportation	Rules	Technical	01220ECRS	Conductor Promotion	This course provides comprehensive training and instruction of the CN US Operating Rules, Air Brake and Train Handling Rules, Timetable/Special Instructions, System Special Instructions, Instructions for Handling Hazardous Material, Basic Paperwork and Re
Transportation	Waybill Representatives	Technical	01827ECRS	Chargeable Services - Carload Billing	The course includes coverage of the required information for understanding Chargeable Services and the variety of bills they must produce and/or edit. Upon completion of this course trainees will be able to: Produce and/or correct Chargeable Services bil
Transportation	Waybill Representatives	Technical	01827EV01	Chargeable Services Carload Billing in SRS	Upon completion of this course trainees will be able to: Create, browse, modify and purge CS bills for: Chargeable switches, Storage, Overloads, Error setbacks, & Late docs. Identify and correct errors in demurrage records that would otherwise lead
Transportation	Running Trades Crews	Technical	01901EV02	BELTPACK Operator Training - Canada	Upon completion of this course and practice sessions, trainees will be able to: Safely and efficiently operate a Beltpack locomotive to perform duties of switching cars: Identify key locomotive components associated with Beltpack operation S
Transportation	Customer Support Representatives	Technical	01959ECRS	SRS Overview for Managers	Provide new Managers in CN with an overview of how SRS is used to run the operation.
Transportation	Traffic Coordination	Technical	02569ECRS	Trainmaster	The Trainmaster course describes the trainmaster's role, presents strategies to plan and schedule traffic to ensure the on time performance of trains and teaches participants how to use tools and systems to get the information needed to effectively and pr
Transportation	Conductors	Technical	00102ECRS	Conductor Locomotive Operator (CLO)	The purpose of this course is to provide Conductors with the skills and knowledge required to operate a locomotive. This course covers the following topics: - Basics of air brakes - Basic troubleshooting of locomotive problems - Train handling - Set
Transportation	Conductors	Technical	00102EV02	Train Handling	The purpose of this course is to provide new Trainmasters with the skills and knowledge required to operate a locomotive. This course covers the following topics: - Basics of air brakes - Basic troubleshooting of locomotive problems - Train handling - Set
Transportation	Locomotive Engineer	Technical	00331EV07	Management Locomotive Engineer Training	The goal of this course is to prepare trainees to operate and troubleshoot locomotives in a safe and efficient manner. Course topics include: -Locomotive air brake principles -Locomotive troubleshooting -Locomotive set-up for various methods of operat
Transportation	Traffic Coordination	Technical	00351EV05	Terminal Management	The goal of this course is to provide Yardmasters with the technical skills and competencies they require to effectively coordinate activities in a yard. At the end of this course trainees will be able to: describe basic railway concepts including types o
Transportation	Customer Support Representatives	Technical	00297ECRS	Intermodal CSR	Explain the Intermodal business at CN including the structure of the business, customers, sevices and processes. Describe the various types of Intermodal equipment and the equipment programs available to customers. Answer typical customer inquiri
Transportation	Rules	Technical	00271EV03	Engineering Induction - Supervisors	This course qualifies new hire Engineering Supervisors.
Transportation	Locomotive Engineer	Technical	00331ECRS	Student Locomotive Engineer	The goal of this course is to prepare trainees to operate and troubleshoot locomotives in a safe and efficient manner. Course topics include: -Locomotive air brake principles -Locomotive troubleshooting -Locomotive set-up for various methods of operat
Transportation	Traffic Coordination	Technical	00351EV04	Smart Yardmaster - OJT - US	The goal of this course is to provide Traffic Coordinators with the technical skills and competencies they require to effectively coordinate activities in a yard. At the end of this course trainees will be able to: describe basic railway concepts inc
Transportation	Rules	Technical	01043EV01	Initial C.R.O.R. - 80 Hours	
Transportation	Rules	Technical	01215EV01	Engineer Trainee - Finals	Final Exams and testing of locomotive engineer trainees following 6 months OJT. This final exam is the equivalent for the final exams for the following courses: Operating Rules (00765 CRS) HAZMAT ((01070 CRS) Rail Security Awaren

Group	Subject	CGroup	Coruse Code	CourseTitle	Description
Transportation	Rules	Technical	01217ECRS	Supervisor Engineer	This course provides Operating Supervisors with comprehensive training and instruction in the CNIC US Operating Rules, Air Brake and Train Handling Rules, Timetable/Special Instructions, System Special Instructions, Instructions for Handling Hazardous Mat
Transportation	SRS	Technical	01524ECRS	Grain Logistics System (GLS) - Bulk Grain Unit	Upon completion of this course trainees will be able to: - Create & modify orders - Execute Train Run Programming - Create & modify train services - Book, Unbook & shortfall Orders - Create Train Run Profiles - Cr
Transportation	SRS	Technical	01524EV01	Grain Logistics System (GLS)	Upon completion of this course trainees will be able to: - Create & modify orders - Execute Train Run Programming - Create & modify train services - Book, Unbook & shortfall Orders - Create Train Run Profiles - Create Train Service Profiles - Use b
Transportation	Running Trades Crews	Technical	01901ECRS	BELTPACK Operator Training – U.S.	Upon completion of this course and practice sessions, trainees will be able to: Safely and efficiently operate a Beltpack locomotive to perform duties of switching cars: Identify key locomotive components associated with Beltpack operati
Transportation	Administration	Technical	00313ECRS	Train Movement Clerk Training	The goal of this course is to provide TMCs with SRS and job process skills and knowledge to accurately process train movements in a timely and reliable manner. These activities are necessary in order for CN to collect revenue for services provided to cust
Transportation	Rules	Technical	00755ECRS	Brakeman New Hire - U.S.O.R. and Technical	First time training on operating rules. One time only unless otherwise specified
Transportation	Waybill Representatives	Technical	00228EV02	Basics of Waybilling (Bridge Level)	The goal of this course is to provide Waybill Representatives with the SRS and process knowledge and skills to produce waybills for CN traffic. Note: There is no test for bridge level trainees.
Transportation	Rules	Technical	00271ECRS	QSOC Induction - Operating Managers	The following is a breakout of the course for operations supervisors that have had limited or no exposure to train operations. Upon successful completion of this course trainees will have the basic skills and knowledge to perform the duties of condu
Transportation	Customer Support Representatives	Technical	00295EV01	Carload CSR Training (Bridge)	
Transportation	Administration	Technical	00910EPRG	Train Movement Clerk Program	This program contains the following components: -Here is CN (00713 E CRS), 1 day -guest speaker (local TRS Manager) and field trip (itinerary determined by instructor), 1 day -Train Movement Clerk Training (00313 E CRS) -Automa
Transportation	Rules	Technical	01043ECRS	Initial C.R.O.R.	
Transportation	Rules	Technical	01215ECRS	Engineer Trainee	This course provides comprehensive training and instruction of the CNIC US Operating Rules, Air Brake and Train Handling Rules, Timetable/Special Instructions, System Special Instructions, Instructions for Handling Hazardous Material, Track Train Dynamics
Transportation	Rules	Technical	00269ECRS	QSOC Induction	This course certifies trainees with the knowledge required to operate trains and engines in compliance with the operating rules and Special Instructions.
Transportation	Rules	Technical	00272ECRS	Rail Traffic Controller Induction	The purpose of this course is to qualify new employees who have been hired to fill the role of RTCs in the Canadian Rail Operating Rules and special instructions. The course also qualifies the new RTCs on the operational procedures and gives them a comple
Transportation	Customer Support Representatives	Technical	00295ECRS	Carload CSR Training	The goal of this project is to update the CSR training course and develop tools to evaluate the proficiency of CSR graduates on the job. This initiative will result in improved efficiencies thereby having a positive effect on the bottom line.
Transportation	Waybill Representatives	Technical	00228ECRS	Basics of Waybilling (Entry Level)	The goal of this course is to provide Waybill Representatives with the SRS and process knowledge and skills to produce waybills for CN traffic. The course outlines include: The Waybiller's Tools: Information and SRS; Coding; SRS Waybill Movements; S
Transportation	Rules	Technical	00270EPRG	Fast Track Conductor Program	Courses included in this program: En Route Train Troubleshooting (MECAIP 00222 E CRS); Here's CN (HRGNOO 00713 E CRS) First Aid - Emergency (Rules) (HSFARL 00268 E CRS); Engineering Awareness/Train Crew Track Inspection (ENGNEA 00010 E CRS); Quali
Transportation	Rules	Technical	00272EV01	Rail Traffic Controller Induction - OJT	On the Job training and familarization to the RTC duties - typically requiring qualification at each desk at which the trainee will be assigned.

APPENDIX B

Copy of Labor Impact Exhibit

ATTACHMENT B
CN-EJ&E Labor Impact Exhibit

EJ & E Labor Impact Summary

	EJ&E Positions as of 12/2006 (Base Case)			
	Joliet	System	Kirk/Gary/ Whiting	Total
Police	4	0	1	5
MoW	19	45	57	121
Carmen	25	0	34	59
Signalmen	2	11	7	20
Electricians - Loco	0	0	17	17
Electricians - Engineering	0	1	0	1
Machinists	0	0	32	32
Sheetmetal Workers	0	0	5	5
Hostlers	0	0	10	10
Clerks	19	0	52	71
Telegrapher/Tower Opr	0	6	3	9
Train and Engine Service	32	64	131	227
Yardmasters	1	0	10	11
Dispatchers	0	14	0	14
Total	102	141	359	602

	Positions Transferred to CN							
	Joliet	System	Kirk Whiting	Woodcrest	Markham	Homewood	Total	Timing Year
Police	4	0	1	0	0	0	5	1
MoW	19	25	22	0	0	0	66	1
Carmen	23	0	21	0	4	0	48	1
Signalmen	0	8	5	0	0	0	13	1
Electricians - Loco	0	0	3	3	0	0	6	1
Electricians - Engineering	0	0	0	0	0	0	0	1
Machinists	0	0	15	12	0	0	27	1
Sheetmetal Workers	0	0	0	4	0	0	4	1
Hostlers	0	0	0	4	0	0	4	1
Clerks	9	0	12	0	0	4	25	1
Telegrapher/Tower Opr	0	6	3	0	0	0	9	1
Train and Engine Service	22	45	53	0	0	0	120	1
Yardmasters	1	0	5	0	0	0	6	1
Dispatchers	0	0	0	0	0	14	14	1
Total	78	84	140	23	4	18	347	

	Positions Transferred to Gary Railway			
	Joliet	System	Gary	Total
Police	0	0	0	0
MoW	0	0	19	19
Carmen	0	0	13	13
Signalmen	0	0	0	0
Electricians - Loco	0	0	5	5
Electricians - Engineering	0	0	1	1
Machinists	0	0	8	8
Sheetmetal Workers	0	0	0	0
Hostlers	0	0	2	2
Clerks	0	0	17	17
Telegrapher/Tower Opr	0	0	0	0
Train and Engine Service	0	0	69	69
Yardmasters	0	0	7	7
Dispatchers	0	0	0	0
Total	0	0	141	141

	Positions Abolished				
	Joliet	System	Kirk/Gary/ Whiting	Total	Timing Year
Police	0	0	0	0	1
MoW	0	20	16	36	1
Carmen	0	0	(2)	(2)	1
Signalmen	2	3	2	7	1
Electricians - Loco	0	0	6	6	1
Electricians - Engineering	0	0	0	0	1
Machinists	0	0	(3)	(3)	1
Sheetmetal Workers	0	0	1	1	1
Hostlers	0	0	4	4	1
Clerks	10	0	19	29	1
Telegrapher/Tower Opr	0	0	0	0	1
Train and Engine Service	10	19	9	38	1
Yardmasters	0	0	(2)	(2)	1
Dispatchers	0	0	0	0	1
Total	22	42	50	114	

Notes:
Data based on EJ&E December 2006 figures
Parentheses indicate potential new hires
While this table shows Positions Abolished, the Applicants believe that most reductions will be accomplished through attrition.

APPENDIX C

Traffic Changes on CN and EJ&E Rail Line Segments in United States Affected by Canadian National/EJ&E West Company Transaction

NOTE: Appendix C contains Attachments A.1 and A.2 to the Operating Plan, as revised in errata submitted to the STB by Applicants on January 4, 2008 (designated as CN-14). Since that filing, CN has determined that two minor adjustments should be made to the train counts reported in Attachments A.1 and A.2.

CN has determined that northbound CN trains do not typically use CN segments 19 and 20, but rather move over BRC and CP lines to B12. Removing those trains from the train counts changes the pre-Transaction base for CN segments 19 and 20 to 3.5 trains per day (rather than 5.4).

CN has also learned that CSXT would not agree to receiving two interchange trains at Kirk Yard which CN had assumed would be interchanged there, but would require them to be interchanged at BRC Clearing Yard after implementation of the Transaction. Routing those trains over their current route to Clearing Yard changes the post-Transaction train counts on Attachment A.1 to 2.0 trains per day (rather than 0.0) on CN segments 19 and 20 and 4.0 trains per day (rather than 2.0) on CN segments 21 and 22, and reduces the post-Transaction train counts reported on Attachment A.2 by two trains per day on each of EJ&E segments 1 through 14.

These adjustments to the Operating Plan train counts have been reported to SEA. *See* letter from Paul A. Cunningham (counsel for Applicants) to Victoria J. Rutson (Chief, SEA) at 2 (Feb. 29, 2008) (responding to Item No. 8 of SEA Information Request of Dec. 18, 2007), *available at* http://www.stbfinancedocket35087.com/html/inforequest.html; letter from Paul A. Cunningham to Victoria J. Rutson at 2 & n.1 (May 23, 2008) (responding to Item No. 8 of SEA Information Request No. 4), *available at* http://www.stbfinancedocket35087.com/html/inforequest.html.

Attachment A 1
Potential Changes in Traffic on Affected CN Rail Line Segments

Traffic Changes on CN Rail Line Segments in United States Affected by Canadian National/EJ&E West Company Transaction

Rail Line Segment Description				Freight - Trains/Day			Freight - Gross Tons/Day				Hazmat - Cars/Day		
Segment Number	From Station	To Station	Road	Base	Change	Total	Base	Merged	Difference	Percent Change	Base	Merged	Difference
1	Matteson	Markham	CN	12.6	(2.6)	10 0	91,059	53,501	(37,559)	-41%	191 2	19.6	(171 6)
2	Markham	Harvey	CN	21.1	(19.1)	2.0	134,789	1,045	(133,744)	-99%	249.1	0.0	(249.1)
3	Harvey	Riverdale	CN	8.4	(6.4)	2.0	51,910	1,045	(50,865)	-98%	94.4	0.0	(94.4)
4	Riverdale	Wildwood	CN	8.4	(6.4)	2.0	44,388	1,045	(43,343)	-98%	82 0	0.0	(82 0)
5	Wildwood	Kensington	CN	8.4	(6.4)	2.0	44,388	1,045	(43,343)	-98%	82 0	0.0	(82 0)
6	Kensington	94th St	CN	8.4	(6.4)	2.0	41,071	1,045	(40,026)	-97%	77 0	0.0	(77 0)
7	94thSt	67th St	CN	6.4	(6.4)	0.0	39,442	0	(39,442)	-100%	76 0	0.0	(76 0)
8	67th St	16th St	CN	6.4	(6.4)	0.0	39,442	0	(39,442)	-100%	76 0	0.0	(76 0)
9	16thSt	Bridgeport	CN	4.6	(4.6)	0.0	26,637	0	(26,637)	-100%	67 9	0.0	(67 9)
10	Bridgeport	Belt Crossing	CN	2.5	(2.5)	0.0	17,065	0	(17,065)	-100%	62 0	0.0	(62 0)
11	Belt Crossing	Hawthorne	CN	4.5	(4.5)	0.0	29,538	0	(29,538)	-100%	84 2	0.0	(84 2)
12	Hawthorne	Broadview	CN	4.4	(2.7)	1.7	37,449	6,402	(31,048)	-83%	71 5	18.6	(52 9)
13	Broadview	Munger	CN	3.0	(1.3)	1.7	27,215	6,402	(20,814)	-76%	61.1	18.6	(42 6)
14	Bridgeport	Lemoyne	CN	2.1	(2.1)	0.0	15,627	0	(15,627)	-100%	59.4	0.0	(59.4)
15	Lemoyne	Glenn Yard	CN	2.1	(0.1)	2.0	25,902	4,815	(21,086)	-81%	90 6	11.5	(79.1)
16	Glenn Yard	Argo	CN	5.8	(3.8)	2.0	39,700	12,753	(26,947)	-68%	139 6	56.1	(83 5)
17	Argo	Lemont	CN	1.8	0.2	2.0	14,813	12,753	(2,060)	-14%	71 9	56.1	(15 8)
18	Lemont	Joliet	CN	1.8	0.2	2.0	10,869	16,687	5,818	54%	39 0	89.0	50 0
19	Madison St	Forest Park	CN	5.4	(5.4)	0.0	53,125	0	(53,125)	-100%	76 8	0.0	(76 8)
20	Forest Park	B12	CN	5.4	(5.4)	0.0	53,125	0	(53,125)	-100%	76 8	0.0	(76 8)
21	B12	Schiller Park	CN	19.3	(17.3)	2.0	136 615	5 582	(131 034)	-96%	157 0	5.2	(151.7)
22	Schiller Park	Leithton	CN	19.1	(17.1)	2.0	137,944	8,039	(129,905)	-94%	156 8	6.2	(150 6)
23	Griffith	Thornton Jct	CN	22.1	(19.2)	2.9	139,122	16,570	(122,552)	-88%	280 6	9.0	(271 6)
24	Thornton Jct	CN Jct	CN	19.5	(18.5)	1.0	124,678	6,433	(118,245)	-95%	272 9	8.9	(264 0)
25	CN Jct	Blue Island	CN	14.9	(13.9)	1.0	113,431	6,433	(106,998)	-94%	160 2	8.9	(151 2)
26	Blue Island	Hayford	CN	3.4	(3.4)	0.0	18,072	0	(18,072)	-100%	38 8	0.0	(38 8)

NOTES:

(1) Based on CN's analysis of potential extended haul gains due to the Transaction (*see* V.S. Stuebner), the following additional tonnages (all of which could be absorbed into current planned trains without the need for additional trains) would be added to the CN lines listed below.

Between	Maximum Daily Added Tons	% Increase
Matteson and Memphis	2,246	2.9%
Memphis and New Orleans	223	0.3%
Griffith and Port Huron	161	0.1%
Leithton and Ranier	1,488	1.1%
Munger and Omaha	19	0.1%

(2) Base data reflects estimates of future intermodal traffic from and to Prince Rupert, BC.

(3) No changes in the traffic of other carriers due to the Transaction is projected for these segments. In any event, such traffic (including trackage rights and haulage) is not included in this table due to unreliable tonnage information.

(4) See note following Attachment A.2.

Attachment A.2
Potential Changes in Traffic on Affected EJ&E Rail Line Segments

Traffic Changes on EJ&E Rail Line Segments in United States Affected by Canadian National/EJ&E West Company Transaction

Rail Line Segment Description				Freight - Trains/Day			Freight - Gross Tons/Day				Hazmat - Cars/Day		
Segment Number	From Station	To Station	Road	Base	Change	Total	Base	Merged	Difference	Percent Change	Base	Merged	Difference
15	Rondout	Leithton	EJE	3.2	0.0	3.2	3,222	2,038	(1,184)	-37%	9.4	9.4	-
14	Leithton	Spaulding	EJE	5.3	15.0	20.3	19,123	164,398	145,275	760%	18.1	183.3	165.2
13	Spaulding	Munger	EJE	5.5	17.0	22.5	21,950	179,150	157,200	716%	29.0	209.4	180.4
12	Munger	West Chicago	EJE	4.4	19.0	23.4	14,397	191,557	177,160	1230%	21.1	271.3	250.2
11	West Chicago	East Siding	EJE	10.7	20.9	31.6	62,233	253,673	191,440	308%	30.7	315.2	284.6
10	East Siding	Walker	EJE	15.7	23.8	39.5	87,162	307,411	220,249	253%	43.4	392.6	349.2
9	Walker	Bridge Junction	EJE	18.5	23.8	42.3	89,329	310,165	220,835	247%	48.9	398.1	349.2
8	Bridge Junction	Rock Island Jct	EJE	18.5	23.8	42.3	78,157	297,491	219,334	281%	48.9	398.1	349.2
7	Rock Island Jct	Matteson	EJE	6.4	21.9	28.3	35,375	233,576	198,201	560%	49.0	360.8	311.8
6	Matteson	Chicago Hts	EJE	8.6	22.9	31.6	48,455	260,774	212,319	438%	78.7	496.0	417.3
5	Chicago Hts	Griffith	EJE	10.2	23.9	34.2	51,696	268,910	217,214	420%	71.6	496.5	424.9
4	Griffith	Van Loon	EJE	7.6	21.0	28.6	29,536	215,949	186,413	631%	44.7	421.5	376.8
3	Van Loon	Ivanhoe	EJE	9.7	20.0	29.7	42,024	209,633	167,609	399%	45.5	399.3	353.8
2	Ivanhoe	Cavanaugh	EJE	9.8	20.0	29.8	41,879	209,488	167,609	400%	45.5	399.3	353.8
1	Cavanaugh	Gary	EJE	11.8	20.0	31.8	44,098	211,700	167,602	380%	52.5	406.3	353.8
0	Gary	Indiana Harbor	EJE	3.5	0.0	3.5	13,340	23,681	10,341	78%	0.0	11.0	11.0
-1	Indiana Harbor	Hammond	EJE	1.8	0.0	1.8	6,594	9,054	2,461	37%	0.0	1.4	1.4
-2	Hammond	South Chicago	EJE	0.9	0.0	0.9	929	3,390	2,461	265%	0.0	1.4	1.4

NOTE: The traffic change numbers in the Attachments A.1. and A.2. reflect changes that will result after complete implementation of the Transaction. The numbers reflect train counts and gross tons on each segment, with the same train potentially crossing multiple segments. Thus, the numbers for each segment are not additive to determine the total number of trains or tonnage to be added on the entire length of EJ&EW, or to be subtracted from the CN lines.

APPENDIX D

List of Highway-Railroad Crossings Projected to Have Increases in Rail Traffic

EJ&E Crossings With Projected Traffic Increases

Sub	Mile	Road Name	DOT#	Prot	AADT
WSD	59.13	Diamond Lake Rd. (Lake St.)	260 495U	G/FL/B	6500
WSD	59.02	Ivanhoe Rd. (Route83/SR/60)	260 496B	G/FL/B	23300
WSD	56.91	McHenry/Gilmer Rd.	260 500N	G/FL/B	12700
WSD	55.44	Old McHenry Rd.	260 503J	G/C/FL/B	21400
WSD	54.73	Oakwood Rd.	260 794B	C/G/FL/B	4900
WSD	53.45	Main St. (SR22)	260 507L	G/C/FL/B	13000
WSD	53.26	Old Rand Rd. / Paine St.	260 508T	G/FL/B	7700
WSD	52.33	Ela Rd.	260 510U	G/C/FL/B	14300
WSD	51.56	Cuba Rd.	260 511B	G/FL/B	8300
WSD	50.42	Lake Zurich Rd.	260 513P	G/FL/B	2400
WSD	50.11	US Rt. 14 NW Highway	260 514W	G/C/FL/B	25600
WSD	49.79	Hough St. (US 59)	260 515D	G/C/FL/B	17900
WSD	49.29	Main St. (Barrington)	260 516K	G/C/FL/B	10900
WSD	47.90	Otis Rd.	260 517S	G/FL/B	1400
WSD	44.90	Private - Klehm Nursery	260 519F	Xbucks	n/a
WSD	44.48	Penny Rd.	260 520A	G/FL/B	3700
WSD	43.97	Sutton Rd.	260 521G	G/FL/B	1600
WSD	41.90	Shoe Factory Rd.	260 525J	G/FL/B	7700
WSD	38.00	Private Crossing	260 531M	Xbucks	n/a
WSD	37.57	Spaulding Road	260 530F	G/FL/B	1200
WSD	36.95	West Bartlett Rd.	260 532U	G/FL/B	14400
WSD	35.68	Stearns Rd.	260 533B	G/C/FL/B	9200
WSD	33.89	Army Trail Rd.	260 535P	G/FL/B	5500
WSD	33.70	Army Trail Road Bike Path	260 803X	Xbucks	n/a
WSD	32.94	Smith Rd.	260 536W	G/FL/B	5300
WSD	30.92	Private Crossing	260 523V	Xbucks	n/a
WSD	30.24	Hawthorne Lane	260 538K	G/FL/B	14900
WSD	29.29	Private crossing - W Chicago depot	260 539S	Xbucks	n/a
WSD	28.93	Private crossing - Northwestern Flavors	260 540L	Xbucks	n/a
WSD	28.89	West Washington St.	260 541T	G/FL/B	9000
WSD	28.87	Aurora St	260 542A	Xbucks	160
WSD	28.77	Church St.	260 543G	G/FL/B	660
WSD	28.61	George St.(Pedestrain Only)	260 544N	Bell	n/a
WSD	28.55	Ann St.	260 545V	G/FL/B	660
WSD	25.64	Batavia Warrenville Rd.	260 550S	G/FL/B	n/a
WSD	23.02	Bike Path West of Diehl Road	260 804E	Xbucks	n/a
WSD	22.81	Diehl Rd.	260 556H	G/C/FL/B	14500
WSD	22.65	Bike Path East of Diehl Road	260 806L	Xbucks	n/a
WSD	20.63	Liberty St.	260 558W	G/FL/B	15400
WSD	19.02	Ogden Pointe B ke Path	260 935H	Xbucks	n/a
WSD	19.05	Oswego Rd. (US 34)	260 560X	G/C/FL/B	34100
WSD	18.19	83rd St.	260 562L	G/FL/B	310

WSD	17.68	87th St.	260 563T	G/FL/B	1450
WSD	17.03	91st St (Hafenrichter Rd)	260 564A	G/FL/B	4700
WSD	16.20	95th St.	260 565G	G/FL/B	9500
WSD	14.63	111th St.	260 567V	G/FL/B	8900
WSD	14.41	Private Rd	260 568C	Xbucks	n/a
WSD	13.59	Ferguson Rd./119th St.	260 569J	G/FL/B	3950
WSD	13.09	Private crossing - Hicks Gas	260 570D	Xbucks	n/a
WSD	12.91	Normantown Road	260 571K	G/FL/B	1800
WSD	12.56	Chapins Road	260 573Y	G/FL/B	4650
WSD	12.37	Private Crossing	260 574F	Xbucks	n/a
WSD	11.44	135th St. (Pilchers Rd.)	260 575M	G/FL/B	8500
WSD	10.58	Van Dyke Road	260 576U	G/C/FL/B	5000
WSD	10.33	143rd St.	260 577B	G/FL/B	4300
WSD	9.61	Naperville Rd.	260 580J	G/FL/B	3300
WSD	9.53	Main St. (SR 126) Plainfield	260 581R	G/FL/B	16500
WSD	9.41	Center St.	260 582X	G/FL/B	1150
WSD	9.28	Eastern Ave.	260 583E	G/FL/B	2800
WSD	8.99	Lockport St.	260 584L	G/FL/B	8200
WSD	7.61	Renwick Rd.	260 585T	FL/B (G added in early 2008)	9300
WSD	6.87	Essington Rd.	260 587G	FL/B (G added in early 2008)	3600
WSD	6.25	Private crossing	260 903C	Xbucks	n/a
WSD	6.05	Division St.	260 588N	G/C/FL/B	5500
WSD	5.57	Gaylord Rd.	260 589V	G/FL/B	4100
WSD	3.68	Private crossing	260 594S	Xbucks	n/a
WSD	3.20	Oakland Ave.	260 799K	G/FL/B	1200
WSD	0.95	Private crossing - Firing Range	260 905R	Xbucks	n/a
WSD	0.81	Woodruff Rd.	260 597M	G/FL/B	7700
ESD	0.95	Washington St.	260 601A	G/FL/B	7300
ESD	1.80	North Rowell Ave.	260 603N	G/FL/B	2300
ESD	2.50	Mills Rd.	260 604V	G/FL/B	2200
ESD	2.86	South Rowell Ave.	260 605C	G/FL/B	2300
ESD	3.15	Country Club Rd. (W. Spencer Rd)	260 606J	G/FL/B	850
ESD	4.22	Briggs St.	260 607R	G/FL/B	10000
ESD	4.44	Private Crossing	260 608X	Xbucks	n/a
ESD	5.00	Cherry Hill Rd.	260 609E	G/FL/B	800
ESD	5.73	Private crossing	260 610Y	Xbucks	n/a
ESD	6.00	Gouger Rd.	260 611F	G/FL/B	5600
ESD	7.00	Nelson Rd.	260 612M	G/FL/B	5300
ESD	7.26	Private crossing	260 613U	Xbucks	n/a
ESD	8.00	South Cedar Rd.	260 614B	G/FL/B	6700
ESD	9.24	Spencer Rd.	260 616P	G/FL/B	1600
ESD	10.00	Schoolhouse Rd.	260 617W	G/FL/B	6300
ESD	10.63	Private crossing	260 618D	Xbucks	n/a
ESD	11.49	116th St. (Bobzin Rd.)	260 620E	FL/B	650

ESD	11.96	Wolf Rd.	260 621L	G/FL/B	7200
ESD	14.05	Center Rd.	260 623A	G/FL/B	4200
ESD	14.64	Private Crossing	260 625N	Xbucks	n/a
ESD	14.83	Old Sauk Trail	260 626V	G/FL/B	2500
ESD	15.06	Pfieffer Rd.	260 627C	G/FL/B	5600
ESD	17.06	Harlem Ave.	260 628J	G/FL/B	8400
ESD	18.07	Ridgeland Ave.	260 629R	G/FL/B	3200
ESD	19.07	Central Ave.	260 630K	G/FL/B	2100
ESD	20.12	Cicero Ave.	260 632Y	G/C/FL/B	27700
ESD	21.42	Private crossing - Maple St	260 635U	Xbucks	n/a
ESD	21.61	Main St. (Matteson)	260 636B	G/FL/B	4000
ESD	23.12	Western Ave.	260 638P	G/C/FL/B	22600
ESD	24.63	Euclid Ave.	260 639W	G/FL/B	210
ESD	24.91	Chicago Rd.	260 640R	G/C/FL/B	24300
ESD	25.04	Halsted St.	260 641X	G/FL/B	10000
ESD	25.19	East End Ave.	260 642E	G/FL/B	4650
ESD	25.92	Wentworth Ave.	260 644T	G/FL/B	4010
ESD	26.16	State St.	260 645A	G/FL/B	7000
ESD	27.17	Cottage Grove Ave.	260 646G	G/C/FL/B	5100
ESD	27.68	Private crossing - Woodlawn Ave	260 647N	Xbucks	n/a
ESD	29.18	Torrence Ave.	260 649C	G/FL/B	8200
ESD	30.15	Private crossing	260 650W	Xbucks	n/a
ESD	30.69	Rt. 30 /Lincoln Hwy.	260 651D	G/C/FL/B	35900
ESD	30.96	Lake St.	260 652K	G/FL/B	250
ESD	31.10	Hart St.	260 653S	G/C/FL/B	750
ESD	33.66	Airport Road	260 655F	G/FL/B	250
ESD	34.36	Kennedy Avenue	260 657U	G/C/FL/B	11630
ESD	36.22	Broad St.	230 082T	G/FL/B	12900
ESD	36.52	Main St. (Griffith)	260 659H	G/FL/B	5900
ESD	36.77	Lake St	260 661J	Xbucks	250
ESD	36.89	Miller St	260 662R	Xbucks	750
ESD	37.02	Elm St.	260 663X	G/FL/B	750
ESD	37.52	45th Ave.	260 664E	G/C/FL/B	3500
ESD	38.11	40th Place	260 665L	G/C/FL/B	250
ESD	39.68	Black Oak Road	260 668G	Xbucks	250
ESD	40.03	West 25th Ave.	260 670H	G/FL/B	750
ESD	41.03	West 15th Ave.	260 671P	G/C/FL/B	3500
ESD	41.52	West 9th Ave.	260 672W	FL/B	750
ESD	41.97	West 5th Ave. (US 20)	260 673D	G/C/FL/B	17740

APPENDIX E

Safety Integration Plan Accountabilities

CN/EJ&EW Safety Integration Plan - SIPA Action Items

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Item	Description	SIP Ref. Page	Est. Start Date	Est. End Date	Resources	Accountability	Comments
Safety Culture							
SC1	**Employee Communications Plan**	16			$5,000 meetings, material, etc	M. Wallace	Plan to include meetings with executives, email information and published material
	a) Develop communications plan		10/1/2007	12/31/2007			Underway
	b) Implement communications plan		10/22/2007	12/31/2008			Underway. Initial meetings held with EJ&E employees
SC2	**Integration of safety policy and standards**	18			$3,000 Distribution	S. Berrada/R. Keane	
	a) Review current policies and standards		10/1/2008	12/31/2008			Initial scoping complete
	b) Produce and communicate common policies and standards		10/1/2008	12/31/2009			
SC3	**Expansion of key CN corporate safety initiatives**	17-18			$10,000 Material and training/information	S. Berrada/R. Keane	To include Safe Work Procedures, Best Practices sessions, Trend analysis resources, ABC initiative
	a) Provide information on intiatives		10/1/2008	12/31/2008			
	b) Identify required modifications		10/1/2008	12/31/2008			Initial scoping complete
	c) Expand initiatives to EJ&EW		10/1/2008	12/31/2009			
SC4	**SOFA program integration**	18			$2,000 Material production and distribution	S. Berrada/R.Keane	Actual costs to depend on initial analysis
	a) Review current SOFA initiatives		10/1/2008	12/31/2008			Initial scoping complete
	b) Identify best practices		10/1/2008	12/31/2008			
	c) Integrate best practices into common program		10/1/2008	3/31/2009			
SC5	**Integration of safety publications and material**	18			$10,000 Production and Distribution	M. Wallace/S. Berrada	To include employee magazines, newsletters, safety posters and other material
	a) Review current material and publications		10/1/2008	10/31/2008			Initial scoping complete
	b) Integrate corporate magazines		10/1/2008	12/31/2008			
	c) Integrate posters and other safety material		10/1/2008	12/31/2008			
SC6	**Integration of accident/injury information systems**	18			$15,000 Systems modifications	S. Berrada	
	a) Add EJ&EW subdivisions to CN system		10/1/2008	10/31/2008			
	b) Develop process for inputting EJ&EW accidents/injuries		10/1/2008	10/31/2008			
	c) Implement process for capturing EJ&EW accidents/injuires		11/1/2008	2/28/2009			
SC7	**Expansion of CN Corporate Safety Awards**	18			No added cost	S. Berrada	

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	a) Implement safety tracking for EJ&EW		10/1/2008	12/31/2008			To be implemented using SAP system for accidents/incidents
	b) Include EJ&EW in regular performance updates			10/1/2008			EJ&EW will be included in perfomance of Southern Region and Chicago division effective day 1
	c) Include EJ&EW in safety awards program			10/1/2008			EJ&EW will be included in perfomance of Southern Region and Chicago division effective day 1
SC8	**Expansion of CN Corporate President's Awards of Excellence**	18			$3,000 Informational material	L. Dakens	
	a) Provide program information and nomination material to all EJ&EW employees		9/1/2009	12/31/2009			EJ&EW employees will be eligible for 2009 awards to be presented in 2010
Training							
T1	**Sharing of training programs and resources**	27			$5000 (To depend on review of needs)	S. Seebeck/Indiv. Functions & Regions	Key programs are identified elsewhere in SIPA under specific intiatives. General reviews to be carried out by individual functions with assistance of training coords. Cost depends on extent of identified work to be done
	a) Review current programs and resources		10/1/2008	12/31/2008			Share course catalogue and details on particular courses of interest
	b) Determine suitability and identify those ready or requiring change		10/1/2008	12/31/2008			
	c) Modify as required		12/1/2008	3/31/2009			
	d) Implement training as required		1/1/2009	12/31/2009			
Operating Practices							
OP1	**Consolidation of Operating Rules**	30-31			$15,000 (Final costs to depend on extent of differences and training required)	R. Anderson	Prior to consolidation, railroads will monitor for any operation problems
	a) Identify differences		10/1/2008	12/31/2008			Initial scoping complete
	b) Develop training material		1/1/2009	3/31/2009			
	c) Provide training		6/1/2009	9/31/2009			
	d) Notification of 3rd party roads		8/1/2009	9/31/2009			
	e) Implementation		10/1/2009	12/31/2009			
	c) Address any identified interpretation problems		10/1/2009	12/31/2009			
OP2	**Consolidation of Efficiency Test Program**	31			$5,000 (Final costs to depend on extent of differences and training required)	R. Anderson	To be implemented following consolidation of operating rules
	a) Identify differences		10/1/2008	12/31/2008			Initial scoping complete
	b) Develop training material		4/1/2009	7/31/2009			
	c) Provide training		9/1/2009	10/31/2009			

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	e) Implementation		11/1/2009	12/31/2009			
OP3	**Drug and Alcohol Programs**	33			$10,000 (Final costs to depend on extent of differences)	H. Burhoe	Existing programs to be retained in short term
	a) Review existing programs, procedures and systems for potential areas of consolidation		10/1/2008	12/31/2008			Initial scoping complete
	b) Undertake modifications required to address identified changes		11/1/2008	12/31/2008			
	c) FRA approval for changes in program		1/1/2009	3/31/2009			
	d) Provide training on new features and systems		2/1/2009	5/31/2009			
	e) Implement new process		6/1/2009	12/31/2009			
OP4	**Consolidation of Locomotive Engineer Qualification and Certification Program**	35			$10,000 (Final costs to depend on extent of differences)	R. Anderson	Existing programs to be retained in short term
	a) Review existing programs, procedures and systems for potential areas of consolidation		1/1/2009	6/30/2009			Initial scoping complete
	b) Undertake modifications required to address changes		7/1/2009	12/31/2009			
	c) FRA approval for changes in program		1/1/2010	3/31/2010			
	d) Implement new process		4/1/2010				
OP5	**Hours of Service Records**	36			$25,000 (changes to CATS, training)	S. Macri/R. Anderson/M. Moroz	Actual costs to depend on extent of differences. Existing process and systems to be retained in short term
	a) Review existing systems and procedures for potential areas of consolidation		10/1/2008	12/31/2008			Initial scoping complete
	b) Undertake modifications required to consolidate		1/1/2009	3/31/2009			
	c) Train employees on new procedures		4/1/2009	5/31/2009			
	e) Implementation		6/1/2009	7/31/2009			
Mechanical							
M1	**Expansion of CN expertise and resources**	41			No cost involved	G. Weber/L. Timoteo	Includes representation on AAR and industry committees
	a) Advise local officers of resources		10/1/2008	10/31/2008			
M2	**Consolidation of Information Systems**	43			$10,000 Systems, $3,000 training	Darrell Hoyt	Actual costs to depend on extent of systems changes required for EJ&EW
	a) Review and identify change requirements		10/1/2008	10/31/2008			Initial scoping complete
	b Make system modifications		1/1/2009	3/31/2009			

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Item	Description	SIP Ref. Page	Est. Start Date	Est. End Date	Resources	Accountability	Comments
	c) Provide training		3/1/2009	4/30/2009			
	d) Implement consolidated systems		5/1/2009	5/31/2009			
M3	**Car Fleet and Locomotive mangement**	41			No incremental cost	Matt Barker	
	a) Add to combined fleet inventory and planning models		10/1/2008	10/31/2008			Number of locomotives and cars affected is very small
M4	**Transfer of some employees to CN facilities**	42			TBD	Darrell Hoyt	Actual costs to depend on detailed review
	a) Advise employees		10/1/2008	12/31/2009			
	b) Provide training in local shop rules and safety procedures		1/1/2009	12/31/2009			
M5	**Territorial Consolidation Training**	42-43			TBD	Darrell Hoyt	Actual costs to depend on detailed review
	a) Provide training in Operating rules, track protection and related safety procedures		as reqd	as reqd			To be provided prior to any consolidation of territories
M6	**Review of EOT, radio, event recorder and locomotive control system compatibility**	43			TDB (potential systems, training and communicatons)	Darrell Hoyt	Actual costs to depend on results of review
	a) Conduct review and identify potential incompatibilites		8/1/2008	9/31/2008			Preliminary review has been conducted. No major issues identified
	b) Develop mitigation to address any identified incompatibility issues		9/1/2008	9/31/2008			
	c) Implement mitigation where required		10/1/2008				Must be in place on Day 1
Signals and Train Control							
ST1	**Expansion of CN S&C expertise**	47			No incremental cost	D. Tays	Includes representation on AAR and industry committees
	a) Communicate existence of resource		10/1/2008	12/31/2008			
ST2	**Territorial Consolidation Training**	47			TBD	Dave Lowe	Actual costs to depend on detailed review
	a) Provide training in Operating rules, track protection and related safety procedures		as reqd	as reqd			To be provided prior to any consolidation of territories
Engineering							
E1	**Expansion of CN bridge design and testing resources and expertise**	52			$20,000 testing	N. Peters/EJ&EW Engineering	Actual costs to be determined based on identified needs
	a) Communicate existence of resources		10/1/2008	10/31/2008			
	b) Develop plan for specialized testing		11/1/2008	3/31/2009			
E2	**Expansion of CN Rail Testing expertise**	52			No incremental cost	E.Posyniak	
	a) Communicate existence of resource		10/1/2008	10/31/2007			

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Item	Description	SIP Ref. Page	Est. Start Date	Est. End Date	Resources	Accountability	Comments
E3	**Expansion of specialized track testing and evaluation equipment**	52			$15,000	E.Posyniak/EJ&EW Engineering	Costs to depend on required changes to systems
	a) Develop plan for expansion on EJ&EW		10/1/2008	12/31/2008			
	b) Carry out necessary changes to equipment systems		11/1/2008	12/31/2008			
	c) Train employees/implement		1/1/2009	3/31/2009			Will be implemented prior to projected increases in traffic
E4	**Expansion of engineering systems**	52			$10,000 systems changes and communications	D. Tays/EJ&EW Engineering	Actual costs to depend on results of review
	a) Identify required changes to systems for EJ&EW use		10/1/2008	12/31/2008			Initial scoping complete
	b) Modify systems as required		12/1/2008	3/31/2009			
	c) Train employees/implement		1/1/2009	6/30/2009			
E5	**Territorial Consolidation Training**	53			TBD	Dave Lowe	Actual costs to depend on detailed review
	a) Provide training in Operating rules, track protection and related safety procedures		as reqd	as reqd			To be provided prior to any consolidation of territories
Hazmat							
H1	**Expansion of CN Safe Handling Awards Program**	62			$5,000 systems and awards program	D. Simpson	
	a) Provide EJ&EW with program information		10/1/2008	12/31/2008			
	b) Implement process to allow for capturing of NARs on EJ&EW		12/1/2008	12/31/2008			
	c) Implement monitoring		1/1/2009	1/31/2009			Implementation date will depend on extent of work required to implement equivalent tracking on EJ&EW
	d) Initial awards		3/1/2010				Customers to be eligible based on 2009 performance
H2	**Expansion of Hazmat Audit program**	62			$10,000 per audit	D. Simpson	
	a) Review and modify audit protocol for use on EJ&EW		10/1/2008	12/31/2008			
	b) Conduct initial audit		1/1/2009	12/31/2009			
H3	**Expansion of Incident Command and CTEH programs**	62			$5,000 training	D. Simpson	
	a) Provide local officers with information on resources		10/1/2008	12/31/2008			
	b) Conduct initial training		1/1/2009	6/30/2009			To be implemented prior to projected increase in Hazmat traffic
H4	**Expansion of Responsible Care program**	62			$35,000 CMA fee $ mitigation cost	D. Simpson	Mitigation cost to depend on results of gap analysis
	a) Identify local code champions		10/1/2008	12/31/2008			

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Item	Description	SIP Ref. Page	Est. Start Date	Est. End Date	Resources	Accountability	Comments
	b) Make application to CMA		1/1/2009	6/30/2009			
	c) Perform initial gap analysis		1/1/2009	6/30/2009			
	d) Receive Resp. Care membership		10/1/2009	12/31/2009			
H5	**Expansion of Secuirty Training**	62			$10,000 amendments and training material	D. Simpson	Actual cost to depend on results of gap analysis
	a) Review EJ&EW security plans		10/1/2008	9/30/2008			
	b) Integrate with CN plan		10/1/2008	12/31/2008			
	c) Address gaps in EJ&EW operations		8/1/2008	12/31/2008			
	d) Review training records		10/1/2008	12/31/2008			
	e) Integrate into CN training program		1/1/2009	6/30/2009			
Dispatching							
D1	**Integration of EJ&EW Train Dispatching**	65			TBD	H. Cary	Costs and timetable to depend on final implementation plan
	a) Develop plan		10/1/2008	12/31/2008			
	b) Advise employees		TBD	TBD			
	c) Provide training		TBD	TBD			
	b) Implementaiton		TBD	TBD			
D2	**Integration of EJ&EW Crew Dispatching**	65			TBD	H. Cary	Costs and timetable to depend on final implementation plan
	a) Develop plan		10/1/2008	12/31/2008			
	b) Advise employees		TBD	TBD			
	c) Provide training		TBD	TBD			
	b) Implementaiton		TBD	TBD			
Crossing and Trespass Safety							
CT1	**Coordination of Crossing Safety Activities**	69			No incremental costs expected	R. Keane/ B. Walker	To include closure/consolidation programs, Operation Lifesaver programs, technology, research, etc.
	a) Review best practices		10/1/2008	12/31/2008			Initial scoping complete
	b) Develop common plan for sharing of results and future plans		1/1/2009	6/30/2009			
CT2	**Review traffic changes with ICC and INDOT**	71			No incremental costs expected	D. Lowe	
	a) Provide ICC and INDOT information on projected train traffic counts for review of safety concerns		10/1/2008	12/31/2008			Underway - intial meeting with ICC held on December 10, 2007
CT3	**Upgrade identified crossings**	70			$ TBD	EJ&E Engineering/Dave Lowe	
	a) Add gates to Renwick Road crossing (7.61 Western sub) and Essington Road (6.87 Western sub)		1/1/2008	6/30/2008			Scheduled to be upgraded by EJ&E in first half of 2008
	b) Add gates to 116th Ave crossing (11.49 Eastern sub)		1/1/2009	12/31/2009			Will be completed prior to projected traffic increase

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Info. Systems and Ops. Technology							
IT1	**Integration of SRS**	77-78			$250,000 labor, $100,000 system mods, $100,000 training	S. Macri	Actual costs to depend on compatability reviews and scope of identified modifications
	a) Detailed planning of required changes		10/1/2008	11/30/2008			Initial "needs analysis" underway
	b) Produce detailed specifications and make necessary modifications		10/1/2008	12/31/2008			
	c) Develop training material		11/1/2008	12/31/2008			
	d) Provide training		1/1/2009	1/31/2009			
	e) Implement integrated systems		2/1/2009	3/31/2009			
IT2	**Integration of Other IT Systems**	78			$100,000 labor, $25,000 mods, $10,000 training	S. Macri	Includes payroll, accounting, etc. Cost to depend on scope of identified changes
	a) Detailed planning of required changes		10/1/2008	12/31/2008			Initial "needs analysis" underway
	b) Produce detailed specifications and make necessary modifications		10/1/2008	12/31/2008			
	c) Implementation		1/1/2009	6/30/2009			
IT3	**Integration of Disaster Recovery Plans**	78			$10,000 printing and distribution	S. Macri	Actual costs to depend on scope of identified modifications
	a) Detailed planning of required changes		10/1/2008	11/30/2008			Initial "needs analysis" underway
	b) Produce detailed specifications and make necessary modifications		11/1/2008	12/31/2008			
	c) Implementation		1/1/2009	6/30/2009			

Attachment D2

FRA Comments on the Safety Integration Plan

(Reserved for FRA comments on the SIP)